Part One
Introduction and Project Description

1.1 Introduction, Organization, and Study Approach

This program Environmental Impact Report (EIR) has been prepared on behalf of the Metropolitan Transportation Commission (MTC) in accordance with the California Environmental Quality Act (CEQA). This EIR analyzes the potential significant impacts of the adoption and implementation of the proposed Transportation 2030 Plan, which is the update to the 2001 Regional Transportation Plan (RTP).

PURPOSE OF THE EIR

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area. Created by the State Legislature in 1970, MTC functions as both the regional transportation planning agency (RTPA)—a state designation—and for federal purposes as the region's metropolitan planning organization (MPO). As required by state and federal law, MTC adopts an updated RTP no less frequently than every three years (Government Code §65080 et. seq.). The RTP must span a period of at least 20 years into the future. The planning horizon of the Transportation 2030 Plan will be to the year 2030.

The last major update of the RTP was adopted by MTC in December 2001. A program EIR for the 2001 RTP was certified by MTC in December 2001. In July 2002, a federal district court issued an order interpreting that federal Transportation Control Measure (TCM) 2 in the Bay Area's State Implementation Plan (SIP) requires an increase of transit ridership of 15 percent by 2006. MTC appealed that decision. However, during the pendency of the appeal, MTC was required by the order to amend the RTP to identify the projects in the RTP that would help the region reach such an increase in ridership (as stipulated in the Federal District Court Order Granting Injunctive Relief, dated July 19, 2002). In response, MTC amended the RTP in November 2002, specifying how MTC would achieve the implementation of TCM 2 as interpreted by the district court. Neither an addendum nor supplemental EIR was needed for the November 2002 RTP amendment since it was merely an explanatory addition. The district court's order was subsequently completely overturned by the federal ninth circuit court of appeals in April 2004. As a result, neither the proposed Transportation 2030 Plan nor its EIR include the November 2002 supplement.

The proposed Transportation 2030 Plan is a program of related actions designed to coordinate and manage future transportation improvements among the various cities, counties, transit agencies, and other public agencies operating within the region. Federal planning regulations require that the RTP be financially constrained to the projected transportation revenues that will be available over the planning period. Federal regulations also permit the RTP to include a set of illustrative transportation projects that would have benefits if additional revenues were secured in the future. This Plan and EIR address both sets of projects. Any transportation project receiving federal or state transportation funds must be included in the RTP. The project sponsors of individual projects must prepare a California Environmental Quality Act (CEQA) and/or

National Environmental Protection Act (NEPA) document as appropriate prior to MTC approval of the project for its consistency with the RTP. The specific projects included in the proposed Transportation 2030 Plan are described in Chapter 1.2 of this EIR.

While MTC, along with other regional agencies, prepares Regional Airport and Seaport plans, the projects in these advisory plans do not require MTC funding or approvals. As such, these plans are separate from the proposed Transportation 2030 Plan and are subject to separate environmental review processes. Therefore, this EIR does not analyze the environmental effects of these plans.

This environmental assessment of the proposed Transportation 2030 Plan fulfills the requirements of CEQA and is designed to inform decision-makers, responsible and trustee agencies, and the general public of the proposed action and the range of potential environmental impacts of that action. The EIR recommends a set of measures to mitigate any significant adverse regional impacts identified in the analysis of the proposed Transportation 2030 Plan. The final EIR will include a Mitigation Monitoring Program that identifies who will be responsible for implementing the measures. This EIR also analyzes alternatives to the proposed action. The EIR process provides an opportunity to identify environmental benefits of the proposed Transportation 2030 Plan that might balance some potentially significant adverse environmental impacts. As the lead agency for preparing this EIR, MTC will use it in its review of the proposed Transportation 2030 Plan, prior to taking action on the Plan.

This EIR represents the best effort to evaluate the potential environmental effects of the proposed Transportation 2030 Plan given its long-term planning horizon. It can be anticipated that conditions will change; however, the assumptions used are the best available at the time of preparation and reflect existing knowledge of patterns of development, travel patterns, mode of travel, and technological factors.

EIR SCOPE

The proposed Transportation 2030 Plan EIR is a program EIR, as defined in the CEQA Guidelines. Section 15168 of the CEQA Guidelines defines a program EIR as: "[An EIR addressing a] series of actions that can be characterized as one large project and are related either: (1) Geographically; (2) A[s] logical parts in the chain of contemplated actions; (3) In connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental impacts which can be mitigated in similar ways."

Program EIRs can be used as the basic, general environmental assessment for an overall program of projects developed over the 25 year planning horizon. A program EIR has several advantages. First, it provides a basic reference document to avoid unnecessary repetition of facts or analysis in subsequent project-specific assessments. Second, it allows the lead agency to look at the broad, regional impacts of a program of actions before its adoption and eliminates redundant or contradictory approaches to the consideration of regional and cumulative impacts.

As a programmatic document, this EIR presents a region-wide assessment of the potential impacts of the Proposed Transportation 2030 Plan. Where appropriate, it also provides a corridor-by-corridor or county-by-county assessment. It does not evaluate project-specific impacts of individual projects, all of which are required to comply with CEQA.

As provided for in the CEQA Guidelines, the focus of this EIR is on those specific environmental issues and concerns identified as possibly significant by MTC in its Notice of Preparation (see Appendix A). These issues and areas of concern include:

- **Transportation:** How would the proposed Transportation 2030 Plan affect travel behavior and the performance of the Bay Area's transit systems and streets and highways?
- **Air Quality:** What effect would the transportation investments in the proposed Transportation 2030 Plan have on regional air quality, including ozone, carbon monoxide and particulate matter?
- **Land Use, Housing, and Social Environment:** Would the proposed Transportation 2030 Plan convert significant amounts of prime agricultural lands from natural resource uses to transportation uses? Would the transportation projects and programs conflict with local plans? Would proposed projects in the proposed Transportation 2030 Plan displace a large number of people, disrupt or displace businesses, or physically divide established communities? Would implementation of the proposed Transportation 2030 Plan influence future land use decisions?
- **Energy:** How would the proposed Transportation 2030 Plan affect non-renewable energy use connected with construction of new projects and the operation of motor vehicles and transit? Also, since combustion of fossil fuel for transportation purposes releases greenhouse gases, how would implementation of the proposed Transportation 2030 Plan contribute to global warming?
- **Noise:** Would there be significant changes in community noise levels resulting from increases in regional traffic and proposed projects in the proposed Transportation 2030 Plan?
- **Geology and Seismicity:** Would construction of projects in the proposed Transportation 2030 Plan expose travelers or structures to greater risk of injury or loss of life due to earthquakes, landslides, or liquefaction?
- **Water Resources:** Would the proposed Transportation 2030 Plan significantly affect changes in absorption rates, drainage patterns, rates or quality of surface water runoff or increases in flooding within the region?
- **Biological Resources:** Would the proposed Transportation 2030 Plan have the potential to disturb or reduce important habitats for plant and animal species, especially rare and endangered species? Would transportation improvements in proposed Transportation 2030 Plan obstruct the migration and movement of species within their habitats? Would the Plan be consistent with adopted conservation plans?

- **Visual Resources:** Would transportation improvements in the proposed Transportation 2030 Plan obstruct regionally significant scenic views or create aesthetically displeasing views?
- **Cultural Resources:** Would transportation improvements in the proposed Transportation 2030 Plan lead to the destruction or damage of archaeological or historical resources within the region, both those that are identified and those yet unknown?

Impact areas not specifically discussed include recreation, utilities and service systems, public services, and hazardous materials. As indicated in the Notice of Preparation for the proposed Transportation 2030 Plan EIR, no significant impacts of regional importance are expected to occur in these areas. These impacts will be addressed in project-specific environmental documents.

EIR ORGANIZATION

Executive Summary

This EIR begins with an executive summary of the proposed Transportation 2030 Plan, which includes a review of the potentially significant adverse regional environmental impacts of the proposed Transportation 2030 Plan and the measures recommended to mitigate those impacts. The executive summary also notes whether those measures mitigate the significant impacts to a level of insignificance. Finally, the executive summary describes the alternatives and their merits compared to the proposed Transportation 2030 Plan, and identifies the environmentally superior alternative.

Part One: Introduction and Project Description

Part One includes two chapters. Chapter 1.1 describes the relationship between the proposed Transportation 2030 Plan and the EIR and describes the basic legal requirements of a program level EIR. It discusses the level of analysis and the alternatives considered as well as how this EIR is related to other environmental documents and the EIR's intended uses. Chapter 1.2 introduces the purpose and objectives of the proposed Transportation 2030 Plan and summarizes specific information that will be used to describe the proposed Transportation 2030 Plan and complete the EIR analysis. This includes a discussion of the existing project setting and an outline the Bay Area's projected population and employment growth rates and development patterns through the year 2030 planning horizon. In addition, State and Federal legislation that guides the development of the RTP process is reviewed. Finally, this section introduces the proposed Transportation 2030 Plan.

Part Two: Settings, Impacts, and Mitigation Measures

Part Two describes the existing environmental setting for each of the environmental issue areas analyzed in the EIR, the potential impacts that the proposed Transportation 2030 Plan would have on these areas, and measures to mitigate the potential impacts identified. Each issue area is analyzed in a separate chapter. Each chapter is organized as follows:

- Environmental setting;
- Criteria of significance;
- Method of analysis;
- Summary of impacts; and
- Impacts and mitigation measures.

Part Three: Alternatives and CEQA-Required Conclusions

Part Three includes a description of five transportation alternatives to the proposed Transportation 2030 Plan and an assessment of their potential to achieve the objectives of the proposed Transportation 2030 Plan while reducing potentially significant adverse regional environmental impacts. Part Three also includes a comparison and summary of regional environmental impacts associated with the alternatives. As required by CEQA, an environmentally superior alternative is identified. Finally, Part Three includes an assessment of the impacts of the proposed Transportation 2030 Plan in several subjects areas required by CEQA, including:

- Significant unavoidable impacts;
- Significant irreversible environmental changes;
- Growth-inducing impacts;
- Cumulative impacts; and
- Impacts found to be not significant.

Part Four: Report Authors and Bibliography and Appendices

Part Four includes a bibliography and the EIR appendices. Appendix A includes the Notice of Preparation (NOP) of this EIR and Appendix B includes the written comments received on the NOP. Appendix C includes detailed project lists for the proposed Transportation 2030 Plan and the five alternatives studied in the EIR. Appendix D-1 includes a full narrative on the Transportation Solutions and Education Defense Fund (TRANSDEF) Smart Growth Alternative, an alternative included as a result of a legal settlement in a prior citizens lawsuit. Appendix D-2 compares the assumptions of ABAG's *Projections 2003* and the TRANSDEF Smart Growth alternative. Appendix E summarizes ABAG's *Projections 2003* in comparison to previous ABAG demographic projections. Finally, Appendix F includes a detailed discussion of the regulatory setting associated with biological resources and a detailed list of special-status species in the Bay Area with the potential to occur in or near the transportation improvements proposed in the Transportation 2030 Plan. More detailed descriptions of additional significant ecosystems in the Bay Area that are not outlined in Chapter 2.8 are also included.

NOTICE OF PREPARATION

CEQA regulations require an early and open process for determining the scope of issues that should be addressed prior to implementation of a proposed action. MTC initiated the scoping process on February 16, 2004. As required by CEQA, MTC sent a copy of the NOP to the State Clearinghouse within the California Office of Planning and Research. The Clearinghouse is responsible for monitoring compliance of state agencies in providing timely responses. The Clearinghouse assigned state identification number SCH NO. 2004022131 to this EIR. MTC also filed the NOP with the county clerks in each of the nine Bay Area counties as well as posted the NOP on MTC's website (www.mtc.ca.gov). The Bay Area Partnership (which is comprised of representatives of congestion management agencies, transit operators, public works directors, and other state and federal governmental agencies) and interested individuals and organizations also were sent copies of the NOP in the mail.

The NOP provides formal notification to all federal, state, and local agencies involved with funding or approval of the project, and to other interested organizations and members of the public, that an EIR will be prepared for the project. The NOP is intended to encourage interagency communication concerning the proposed action and to provide sufficient background information about the proposed action so that agencies, organizations, and individuals can respond with specific comments and questions on the scope and content of the EIR. A copy of the NOP is provided in Appendix A, and the written comments received during the 30-day NOP period are contained in Appendix B.

PUBLIC SCOPING

Consistent with AB 1532, which modified Section 21083.9 of the CEQA statutes, a public scoping meeting was held on March 10, 2004, to solicit comments on the EIR. The meeting was held in the evening at the MTC offices in Oakland. Attendees were primarily members of the public. The meeting summary is included in Appendix A.

EIR APPROACH

LEVEL OF ANALYSIS

This EIR focuses primarily on regional impacts, but also addresses transportation corridor impacts for a number of the environmental issue areas. MTC has defined 14 multi-modal travel corridors in recognition of their primacy as determiners of regional travel patterns. Where project level information is available or can be surmised as to potential impacts, these impacts are discussed under the assumption that they may individually or cumulatively contribute to regional impacts (this would need to be verified in subsequent project-level environmental documents). Many of the projects evaluated in the 2001 Regional Transportation Plan are carried forward to the proposed Transportation 2030 Plan. Refer to Chapter 1.2 and Appendix C for a more detailed description of these corridors and projects.

TYPES OF IMPACTS

According to the CEQA Guidelines, the following general types of environmental impacts need to be considered:

- **Direct or primary impacts**, which are caused by the project and occur at the same time and place.
- **Indirect or secondary impacts**, which are caused by the project and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect or secondary impacts may include growth-inducing impacts and other impacts related to induced changes in the pattern of land use, population density, or growth rate, and related impacts on air and water and other natural systems, including ecosystems. Indirect or secondary impacts may also include cumulative impacts.
- **Short-term impacts**, which are those of a limited duration, such as the impacts that would occur during the construction of a project.
- **Long-term impacts**, which are those of greater duration, including those that would endure for the life of a project and beyond.
- **Significant unavoidable impacts**, which cannot be mitigated to a level that is less than significant.
- **Irreversible environmental changes**, which may include current or future commitments to using non-renewable resources, secondary, or growth-inducing impacts that commit future generations to similar uses. Also, irreversible change can result from risks of accidents and injury associated with the project.
- **Cumulative impacts** that include two or more individual impacts which, when considered together, are considerable or which compound or increase other environmental impacts. The individual impacts may be changes resulting from a single project or a number of separate projects. The cumulative effect from several projects is the change in the environment that results from the incremental effect of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor, but collectively significant, projects taking place over a period of time.

As a program level EIR, individual project impacts are not addressed in detail; rather the focus of this EIR is to address the impacts of projects, which, individually or in the aggregate, may be regionally significant. For example, the physical impacts of major regional transportation expansion projects are addressed, while potential specific impacts to wetlands/endangered species habitat by an individual interchange reconstruction project would not be discussed, unless information currently exists or it can be surmised that the effect would be large or otherwise regionally significant. All impacts of individual projects will be addressed in future corridor transportation studies and project specific EIRs.

NO PROJECT VS. PROPOSED PROJECT COMPARISON

In addition to assessing the impacts of the Proposed Project relative to existing conditions (as required by CEQA), a comparison of the impacts of the No Project Alternative with those of the Proposed Project (the proposed Transportation 2030 Plan) assesses the overall effect of the projects and programs in the proposed Transportation 2030 Plan. This is accomplished by evaluating impacts of both the No Project and Proposed Project in 2030, the horizon year for the proposed Transportation 2030 Plan. The No Project and Project alternatives comparison also helps differentiate the proposed Transportation 2030 Plan impacts from the cumulative population and employment growth impacts that would affect travel demand on the regional transportation system and which are largely independent from proposed Transportation 2030 Plan policies and investments.

ALTERNATIVES

CEQA requires EIRs to evaluate a reasonable range of feasible alternatives to the proposed project that could feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the significant environmental impacts of the proposed project. This EIR will evaluate the No Project alternative as required by CEQA, as well as four other alternatives. Three alternatives are based on the financially constrained element of the Transportation 2030 Plan: (1) financially constrained plan, (2) financially constrained plan plus transportation sales tax projects proposed for the November 2004 ballots in Contra Costa, San Mateo, Marin, Sonoma, and Solano counties, and (3) financially constrained plan plus a high-occupancy toll network for the Bay Area.. The fourth alternative is the result of a Settlement Agreement in a recent lawsuit between MTC and the Transportation Solutions Defense and Education Fund (TRANSDEF), a citizens organization, which is called the TRANSDEF Smart Growth Alternative. TRANSDEF has defined the set of transportation projects and programs, land use planning assumptions, and pricing assumptions to be evaluated under this alternative. MTC is under no obligation to adopt this alternative per the settlement agreement. Alternatives are described and analyzed in Part Three of this EIR.

CUMULATIVE IMPACTS ASSUMPTIONS

This EIR distinguishes between the impacts of the Transportation 2030 Plan investment program as a whole and the independent impacts of forecasted future population and employment growth, together with assumptions about where this growth will occur, which the proposed Transportation 2030 Plan projects and programs will serve. Thus, as required by statutes, MTC's travel projections for the Proposed Project are based on the regional growth estimates prepared by the Association of Bay Area Governments (ABAG); the most recent adopted forecast is *Projections 2003*.

Some impacts on the environment will occur for reasons unrelated to the Transportation 2030 Plan investment. For instance, population growth in the Bay Area is forecast to increase substantially due primarily to increases in births and life expectancy as well as to migration factors attributed to the Bay Area economic base and quality of life. Another example is the overall trend in rising energy consumption for transportation that can be attributed to the

assumption in this EIR that average vehicle fuel economy will remain constant in the future. So while the provision of different mixes of transportation investments will affect how people travel, future improvements in vehicle fuel economy will require new actions by the federal government and Congress which cannot be assumed by MTC in this EIR.

RELATIONSHIP TO OTHER EIRS

This EIR relies on the description, analysis and conclusions contained in earlier EIRs and provides updated information for many areas. This EIR updates the 2001 Regional Transportation Plan for the San Francisco Bay Area Draft Environmental Impact Report (August 2001), and the 2001 Regional Transportation Plan Final Environmental Impact Report (December 2001).

As a program EIR, the preparation of this document does not relieve the sponsors of the projects listed in the Transportation 2030 Plan from the responsibility of complying with the requirements of CEQA and/or NEPA for projects requiring federal funding or approvals. As noted, individual projects are required to prepare a more precise, project-level analysis to fulfill CEQA and/or NEPA requirements. The lead agency responsible for reviewing these projects shall determine the level of review needed, and the scope of that analysis will depend on the specifics of the particular project. These projects may, however, use the discussion of regional impacts in this EIR as a basis of their assessment of these regional or cumulative transportation impacts.

INTENDED USES OF THE EIR

The CEQA Guidelines (Section 15124(d)) require EIRs to identify the agencies that are expected to use the EIR in their decision-making and the approvals for which the EIR will be used. The MTC will use the EIR as part of its review and approval of the Transportation 2030 Plan. The lead agencies for projects analyzed in this EIR may use the EIR as the basis of their regional cumulative analysis of the impacts of the specific projects, together with the projected growth in the region.

Bay Area congestion management agencies (CMAs) may incorporate information provided in this EIR into future county transportation plans such as Congestion Management Programs, Countywide Transportation Plans, or County bike and pedestrian plans. Other agencies expected to use the EIR include, Caltrans, transportation authorities, transit providers in the region (such as BART, AC Transit, Vallejo Transit, WestCAT, Muni, Caltrain, ACE, Water Transit Authority, etc.), the Bay Conservation and Development Commission, and cities and counties.

APPROVALS FOR WHICH THE EIR WILL BE USED

This EIR is being prepared for use by MTC in its review and approval of the proposed Transportation 2030 Plan. The EIR is intended to be solely used for the approval of the Transportation 2030 Plan and should not be used for the approval of individual projects included in the Transportation 2030 Plan. However, information in this document can be referenced as applicable.

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1.2 Overview of the Proposed Transportation 2030 Plan

The proposed project for this EIR is the Transportation 2030 Plan for the San Francisco Bay Area. This section provides background information on the Metropolitan Transportation Commission (MTC) and the proposed Transportation 2030 Plan. Key objectives and major capital projects in the Transportation 2030 Plan are also discussed.

PURPOSE AND OBJECTIVES

The proposed Transportation 2030 Plan represents the transportation policy and action statement of MTC for how to approach the region's transportation needs over the next 25 years. The Transportation 2030 Plan's assessment of future transportation conditions and the effect of proposed transportation improvements on mobility are based on the Association of Bay Area Government's (ABAG's) most recent growth projections—*Projections 2003*.

The Transportation 2030 Plan proposes a set of future transportation projects and programs that can be implemented with available funding as well as identifying projects that would be considered if new funding is obtained. The Transportation 2030 Plan is intended to serve the region's mobility needs. The goals approved by the Commission in December 2003 for the Transportation 2030 Plan are as follows:

Goal	Objectives
A Safe and Well Maintained System	• Reduce injuries and fatalities for all modes; • Be prepared for future transportation emergencies resulting from natural disasters and security threats; • Reduce long term transportation repair costs through timely replacement of assets; and • Save consumers repair costs due to poor road conditions.
A Reliable Commute	• Create an effective set of travel options for people to get to their destinations depending on their personal preferences for time, cost, convenience and trip reliability; • Improve the number of trips that can be made on time; • Make it easier for people to make connections between transit systems and freeway segments and to move from one mode to another; • Improve information on travel conditions and options; and • Make cost effective use of new technologies in support of these objectives.

Goal	Objectives
Access to Mobility	• Identify barriers, such as gaps in service, affordability, and safety; • Improve delivery of services by coordinating with a range of agencies; and • Secure adequate resources to respond to lifeline mobility needs.
Livable Communities	• Create incentives to encourage transit-oriented development around regional transit systems and mixed use development elsewhere; • Create new and safer ways to get around within communities by walking and biking and connecting communities to transit; and • Partner with local communities in developing transportation approaches that enhance community vitality for neighborhoods and retail centers.
Clean Air	• Achieve additional reductions in motor vehicle emissions through effective transportation control measures; • Working with the Air District, develop new episodic control strategies for predicted high ozone days; and • Help reduce particulate matter from buses and other heavy duty vehicles.
Efficient Freight Travel	• Identify key improvements in the surface transportation system where public investment can help the freight industry; • Identify long term capacity issues associated with cargo movement through airports and seaports; and • Collaborate with the private sector to best leverage both public and private financial resources to improve freight related infrastructure.

In addition, the Commission approved a five-point transportation/land-use platform to further coordinate transportation and land use planning within the Bay Area and with neighboring regions. The implementation plan for the platform would be developed in collaboration with ABAG, congestion management agencies (CMAs), local governments, and other key stakeholders. The platform proposes to:

- Develop a specific policy statement;
- Supplement MTC's neighborhood-oriented Transportation for Livable Communities and Housing Incentive Programs (TLC/HIP), with planning incentives that support a broader set of land use objectives, such as specific plans for transit oriented and infill development;

- Condition regional discretionary funding for MTC's Resolution 3434 regional transit expansion program to the provision of supportive land uses in those transit corridors and around those stations;
- Support improved transportation/land use development outside of major transit commute corridors, including the development of a complementary open space plan; and
- Better coordinate transportation and land use planning with regions that adjoin the Bay Area, and share the challenges of regional job/housing imbalance and growing interregional commuting demands.

Projects submitted for state and federal funding must be included in the Transportation 2030 Plan for MTC to approve their funding. They must also be included in MTC's fund programming document, called the Transportation Improvement Program (TIP), which is derived from the investment priorities in the Transportation 2030 Plan.

PROJECT BACKGROUND

PROJECT SETTING

With a population of approximately seven million in the year 2000, the San Francisco Bay Area is the fifth most populous metropolitan area in the United States behind New York, Los Angeles, Chicago, and Washington D.C. (Census 2000). The region consists of nine counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. According to ABAG's *Projections 2003*, only about 18 percent of the region's approximately 4,757,251 acres is developed. Seventy-two percent of this developed land is in residential use. Figure 1.2-1 illustrates the regional location of the Bay Area.

From 1960-2000, the region's population has grown by 90 percent, while jobs increased by 200 percent. This growth has been far from uniform. The locations of people and jobs have become much more dispersed as new urban centers have formed and cities have gained population on the edge of the region.

In the last ten years, the Bay Area has experienced significant growth. According to ABAG forecasts, population has increased by 764,000 residents and employment has grown by 548,000 jobs. This represents a 17 percent increase in employees in just ten years. Development has continued as well, with a five percent increase in developed acres (ABAG, 2003). This rapid economic transition has placed additional demands on already-strained transportation systems.

The Bay Area transportation network includes interstate and state freeways, county expressways, local streets and roads, bike paths, sidewalks, and a wide assortment of transit technologies (heavy rail, light rail, intercity rail, buses, trolleys and ferries). At the broad program level, the Transportation 2030 Plan addresses the strategic allocation of funds between system maintenance, operations and expansion. In addition to a number of specific transportation projects, the Transportation 2030 Plan also includes several programs that have regional benefits or are most efficiently administered at a regional level, such as various system management and

operation programs, customer service programs, and transportation and land use integration programs.

PROJECTED GROWTH

According to ABAG's *Projections 2003*, the five most populated counties in 2000 in descending order, were Santa Clara, Alameda, Contra Costa, San Francisco, and San Mateo, accounting for 82 percent of the region's population. ABAG projects that the Bay Area will add nearly 2 million new residents between 2000 and 2030. These same five counties will continue to account for 82 percent of the region's residents in 2030. Figure 1.2-2 illustrates this trend. Population continues to grow much more quickly in suburban areas than urban areas as development expands outwards. Moreover, as a result of the shortage of affordable housing in the Bay Area, growth from the Bay Area is spilling over to outlying counties, such as San Benito, San Joaquin, Stanislaus, and Merced.

In 2000, the top five counties for employment were Santa Clara, Alameda, San Francisco, San Mateo, and Contra Costa, accounting for 80 percent of the Bay Area jobs. ABAG estimates that approximately 1.5 million new jobs will be created in the region between 2000 and 2030. The five most populous counties will also account for 85 percent of the region's jobs at the end of this period. While the top three counties will rank the same, Contra Costa County will surpass San Mateo in 2030. The employment trends are shown in Figure 1.2-3.

These projections indicate the strong population and economic growth that presage the need for ongoing improvements to the regional transportation system. Not only must work trips be accommodated, but this growth will increase trips of all types, including shopping trips, school trips, recreational trips, airport access trips, etc. (See Appendix E for further discussion of ABAG's *Projections 2003*).

FEDERAL AND STATE LEGISLATION

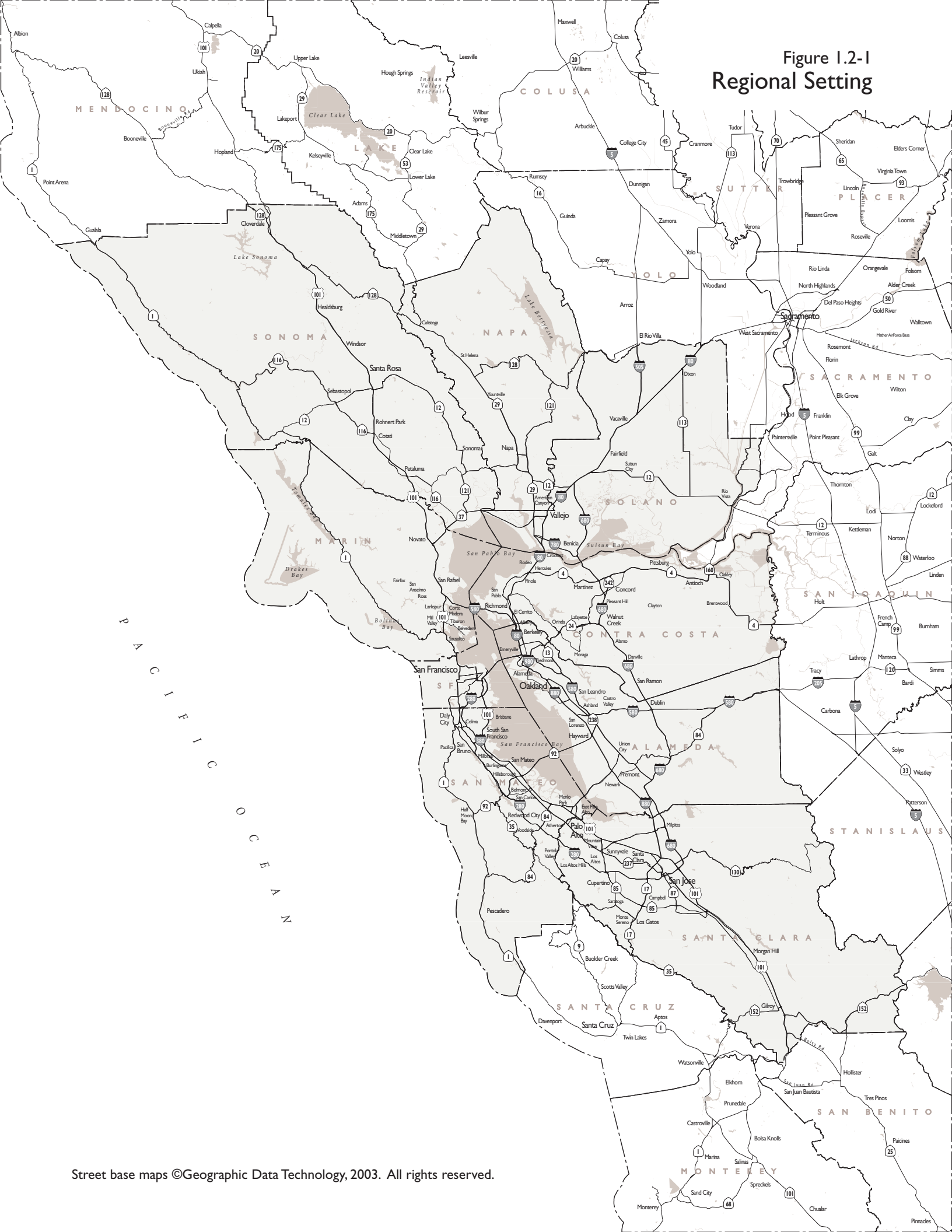
Federal, State, and MTC statutes guide the content of a regional transportation plan prepared by MTC, as follows:

Federal Statutes

- Federal statutory requirements for the preparation of a long-range regional transportation plan by Metropolitan Planning Organizations are set forth in Section 134 of the Transportation Equity Act for the 21st Century (TEA 21).[1] The law requires that the RTP be financially constrained to a realistic estimate of available transportation funds. The long-range plan may also include a set of illustrative projects that could be pursued with additional future revenues.
- Regulations on content and process for developing RTPs are codified in Title 23 of the Code of Federal Regulations Part 450, Section 450.322(b) (Metropolitan Transportation Planning Process).

[1] MTC is the designated Metropolitan Planning Organization (MPO) for the Bay Area.

Figure 1.2-1
Regional Setting



Street base maps ©Geographic Data Technology, 2003. All rights reserved.

Figure 1.2-2: Population Growth by County (2000-2030)

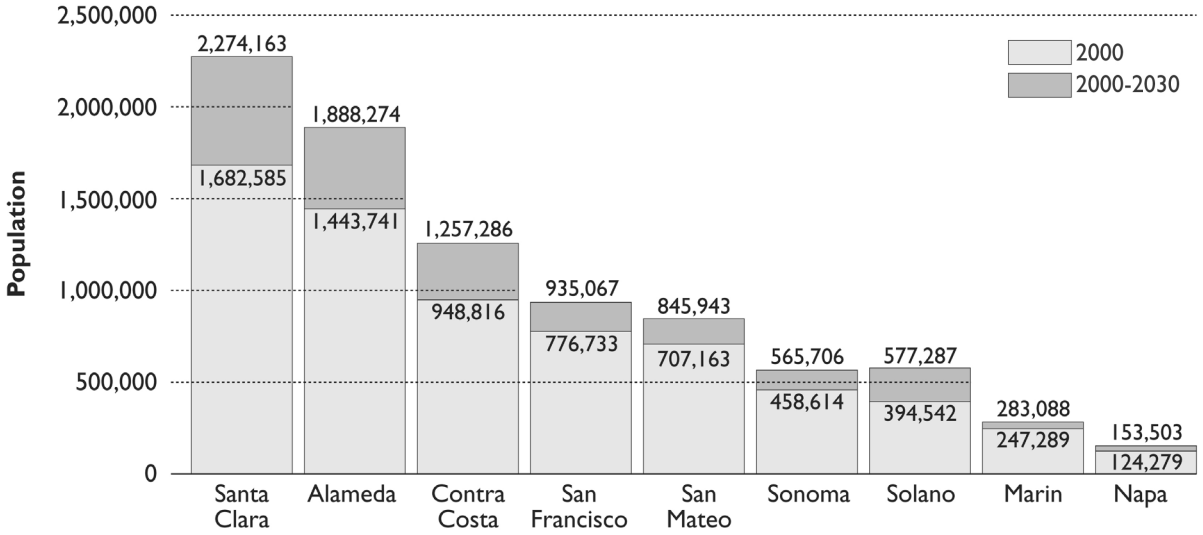
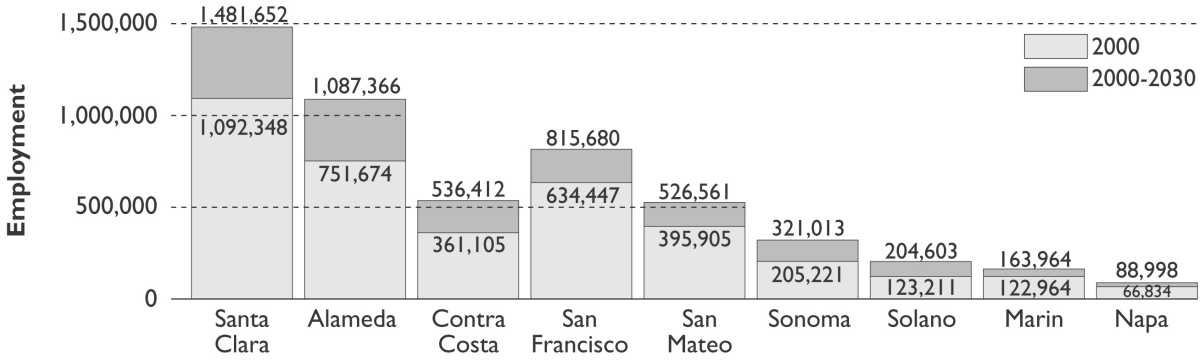


Figure 1.2-3: Employment Growth by County (2000-2030)



State Statutes

- State Government Code Section 65080 *et. seq*. of Chapter 2.5 requires preparation of Regional Transportation Plans.
- State planning requirements are set forth in Section 65070 *et. seq*. of Chapter 2 of the State Government Code.

The contents of a Regional Transportation Plan are also outlined in Government Code Section 65080, and are described below. The Transportation 2030 Plan will cover all appropriate issues associated with each element; however, the document may be organized differently.

- *Policy Element*: reflects the mobility goals, policies and objectives of the region.
- *Action Element*: identifies programs and actions to implement the RTP.
- *Financial Element*: summarizes the cost of implementing the projects in the RTP considering a financially constrained environment.

MTC Statutes

Finally, MTC's own enabling statutes (State Government Code Section 66508 through Section 66513) require preparation of a RTP.

In addition, to remain eligible for federal transportation funds, MTC must demonstrate that, through a process called "transportation conformity", the road and transit projects contained in the RTP will help attain and maintain federal air quality standards designed to reduce ground level ozone. This conformity process includes a comparison of transportation emissions to a mobile source "budget" contained in the federal air quality plan. The conformity determination is a separate process from this EIR.

Once adopted, the Transportation 2030 Plan will guide development of the Bay Area's Transportation Improvement Program (TIP) in which projects and their specific funding sources are listed. Requests for federal or state funds for specific projects must be consistent with the RTP and TIP.

PROJECT DESCRIPTION - TRANSPORTATION 2030 PLAN

The Proposed Project, Transportation 2030 Plan, is a long-range, strategic investment plan to improve system performance for Bay Area travelers. Transportation 2030 is comprised of both a financially constrained element that MTC calls the "down payment," which directs anticipated funding to core transportation investments, as well as a comprehensive, action-driven course to fulfill our "vision" of a transportation system that performs better for all Bay Area travelers. Key investments would focus on system maintenance, operations and strategic expansion. Projects range from basic system maintenance, to management programs focused on improving system efficiency, and to major expansions of transit and roads.

FINANCIALLY CONSTRAINED ELEMENT

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) instituted a requirement that long-range transportation plans be financially constrained. Successor legislation, the Transportation Efficiency Act for the 21st Century (TEA 21), passed in 1998, reaffirmed this federal planning mandate. TEA 21 expired on September 30, 2003. Congress has granted several extensions of TEA 21 but has not yet passed new authorizing legislation.

This Transportation 2030 Plan and the past three plans have defined financially constrained as meaning those federal, state and local revenues that are reasonably available, projected out 25 years. Voter approved county transportation sales tax measures are included in the financially constrained element up to their sunset date. No new revenue sources are assumed to be available. Total estimated revenues over the next 25 years amounts to $113 billion, and constitutes the financial sources available for the Transportation 2030 Plan. Figure 1.2-4 shows the total 25-year projected revenue sources. Figure 1.2-5 displays the total 25-year revenue expenditures for the financially constrained element of Transportation 2030.

For purposes of this EIR analysis, the financially constrained element of Transportation 2030 is comprised of two classes of projects – (1) "Committed" projects and (2) "New Commitment" projects. Committed projects are projects that have received secure funding, i.e., are fully funded at the time of the EIR preparation and will be constructed at some point in the future. These projects will occur regardless of future funding decisions. These committed projects will be evaluated as the No Project alternative, and all other project alternatives (including the Proposed Project) will include and thus "build upon" these committed projects. New commitment projects, while also part of the financially constrained element, would require federal, state, regional, and local revenues projected to be reasonably available through the 25-year horizon of the Transportation 2030 Plan.

VISION ELEMENT

Although TEA 21 maintains financial constraint, it allows the financial element to include, for illustrative purposes, additional projects that would be included in the adopted plan if reasonable additional resources beyond those identified in the financially constrained element were available. Illustrative projects do not have the same status as financially constrained projects. They are not included in the air quality conformity analysis of the Plan, nor can they be programmed directly into the Transportation Improvement Program (TIP).

The financially unconstrained vision element of Transportation 2030 will be an integral component in delivering not just new projects, or new revenues, but improved system performance for Bay Area travelers. In the 1998 Regional Transportation Plan, this vision element was known as "Track 2"; in the 2001 Regional Transportation Plan, it was the "Blueprint". For Transportation 2030, the vision element was initially labeled as the "Big Tent". Transportation 2030 differs from past plans in that it proposes to integrate the vision element's policy and funding initiatives into the action element of the plan.

Figure 1.2-4: Projected 25-Year Revenue Sources (Financially Constrained Element)

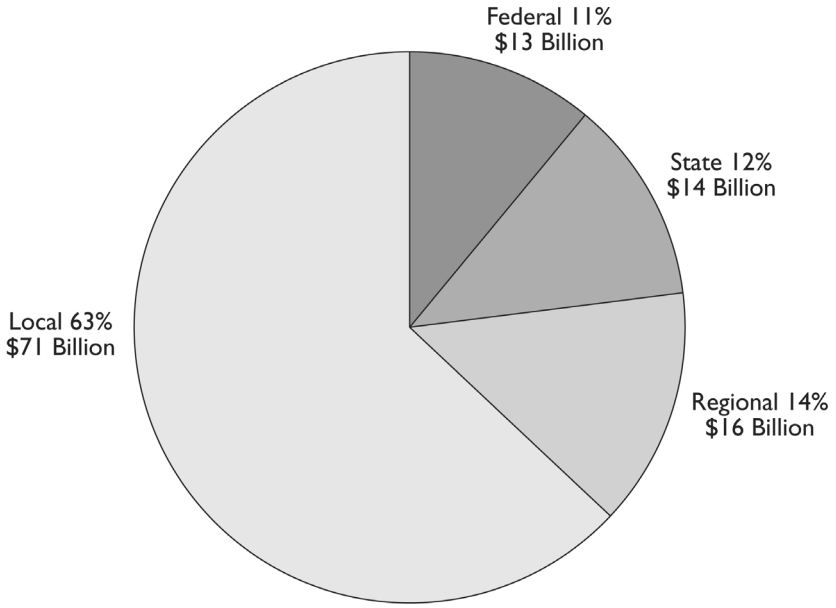
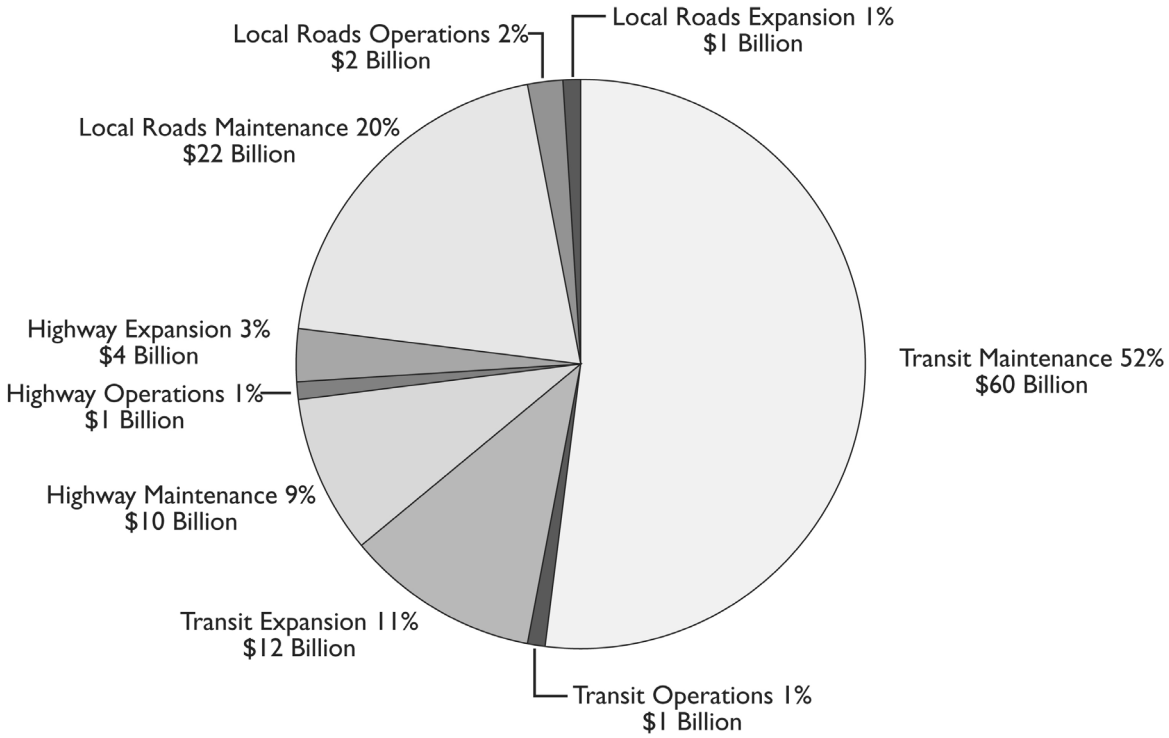


Figure 1.2-5: Total 25-Year Revenue Expenditures (Financially Constrained Element)

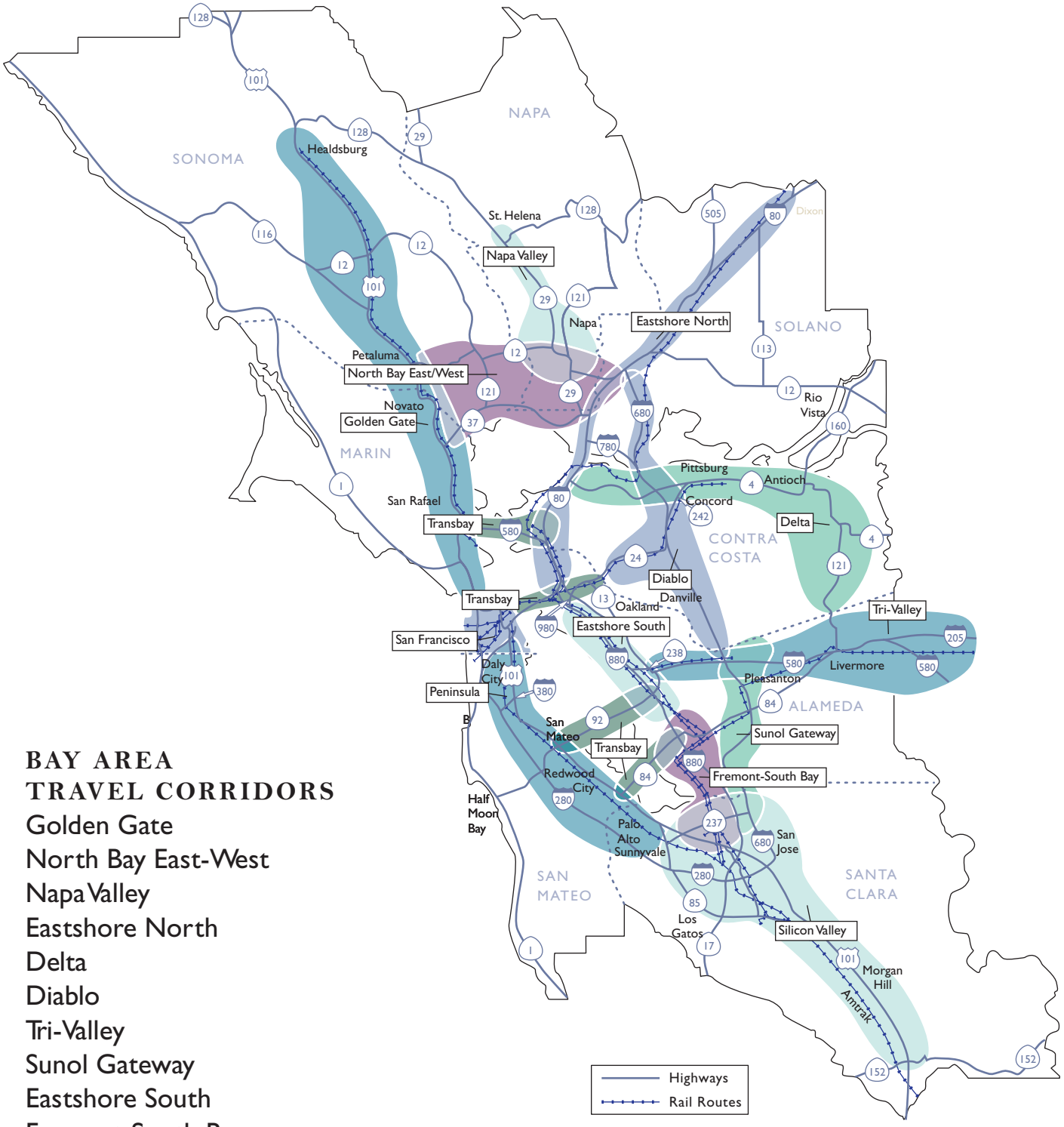


Projects identified in the vision element of the Transportation 2030 Plan include (1) proposed transportation sales tax projects pending voter approval in the November 2004 elections for Marin, Sonoma, Solano, Contra Costa, and San Mateo counties; (2) proposed completion of the High-Occupancy Vehicle (HOV) network in the region and its conversion into a High-Occupancy Toll (HOT) network; and (2) regionally significant transit and road rehabilitation shortfalls as well as system efficiency and capacity improvements needed to keep pace with the region's growth.

TRANSPORTATION 2030 INVESTMENTS BY CORRIDOR

This EIR focuses on regional impacts and addresses transportation corridor impacts. Fourteen multi-modal travel corridors have been identified in past plans, and are used here in this EIR for analytic purposes. Figure 1.2-6 shows the location of the 14 corridors in the region in the region. A subset of financially constrained element (shown as committed and new commitment projects) and vision element projects for each corridor are listed and illustrated in Figures 1.2-7 through 1.2-20. A comprehensive listing of the transportation projects/programs for the proposed Transportation 2030 Plan are included in Appendix C.

Figure 1.2-6
Transportation 2030 Plan Corridors



BAY AREA TRAVEL CORRIDORS

- Golden Gate
- North Bay East-West
- Napa Valley
- Eastshore North
- Delta
- Diablo
- Tri-Valley
- Sunol Gateway
- Eastshore South
- Fremont-South Bay
- Silicon Valley
- Peninsula
- San Francisco
- Transbay

Table 1.2-1: Golden Gate Corridor **=Financially Constrained + Sales Tax Alternative*

Note: Committed and programmatic projects are NOT mapped. ***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
Financially Constrained Element: Committed Projects		
21346		Widen Rte 116 onramp to SB US 101
21325		US 101/Greenbrae I/C impvts
94563		Widen US 101 for HOV lns (one in each direction) from Lucky Dr in Corte Madera to N San Pedro Rd in San Rafael
98178		US 101/Sir Francis Drake Blvd impvts
22655		Widen US 101 for HOV lns from Rohnert Park Expy to Santa Rosa Ave
22656		US 101/E Washington St I/C impvts
94165		US 101 NB and SB HOV lns from Rte 12 to Steele Ln in Santa Rosa
94689		US 101/Arata Ln I/C impvts in Windsor
22001		SMART Commuter Rail project (environ, prelim engineering, ROW)
Financially Constrained Element: New Commitment Projects		
21303	34	Local Marin bus service enhancements
21306	28	US 101/Lucas Valley Rd I/C impvts
21308	35	Expand Manzanita park-and-ride lot
21902	17	Widen US 101 for HOV lns from Old Redwood Hwy to Rohnert Park Expy
94089	40	Reconstruct Doyle Dr from Golden Gate Bridge toll plaza to Broderik St
98147	21	Widen US 101 from Rte 116 E to the Marin/Sonoma Co line to 6 lns
98154	22	Widen US 101 from Rte 37 to the Sonoma Co line to 6 lns
98179	38	US 101/Tiburon Blvd I/C impvts
98183	10	Widen US 101 for HOV lns btwn Steele Ln and Windsor River Rd
Vision Element Projects		
21030	34	I-580/US 101 I/C impvts and new Fwy-to-Fwy connectors from WB I-580 to NB and SB US 101
21315	26	US 101/Miller Creek Rd I/C impvts in Marinwood
21317	39	Widen Rte 1 from US 101 to Flamingo Rd
21326	37	US 101/Tiburon Blvd I/C impvts
21329	36	Expand Manzanita park-and-ride lot
21334	29	US 101/Lucas Valley Rd I/C impvts
22191	8	US 101/Airport Blvd I/C impvts
22193	5	* Construct Forestville bypass on Rte 116
22195	19	* Old Redwood Hwy/US 101 I/C impvts

Table 1.2-1: Golden Gate Corridor **=Financially Constrained + Sales Tax Alternative*

Note: Committed and programmatic projects are NOT mapped. ***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
22197	20	* Penngrove local Rd impvts including RailRd Ave I/C
22204	6	* Widen Fulton Rd from Guerneville Rd to US 101 to 4 lns
22205	14	* US 101/Hearn Ave I/C impvts; including widening overcrossing and ramps
22206	15	* Construct Rte 12/Fulton Rd I/C
22207	13	* Extend Farmers Ln as a 4-Ln arterial from Bellevue Ave to Rte 12
22419	33	* ** Widen US 101 for HOV lns from Lucky Dr to N San Pedro Rd
22429	30	US 101/Manuel Freitas Pwy I/C impvts
22436	32	US 101 SB aux Ln from Lincoln to Mission
22437	25	US 101 NB aux Ln at Nave Dr
22438	16	* Bodega Hwy impvts west of Sebastopol
22513	1	SMART commuter rail project (construction)
22639	3	US 101/Mill St I/C in Healdsburg
22640	7	US 101/Shiloh Rd I/C in Windsor
22641	12	US 101/Baker I/C in Santa Rosa
22642	2	US 101/Dry Creek I/C in Healdsburg
22643	11	US 101/Mendocino Ave/Hopper Ave I/C
22644	18	US 101/Bellevue I/C
22646	9	US 101/River Rd I/C
22754	24	US 101 NB ramp meter, TOS, fiber optic cable project
22755	27	US 101 and I-580 ramp meter, TOS, fiber optic cable project

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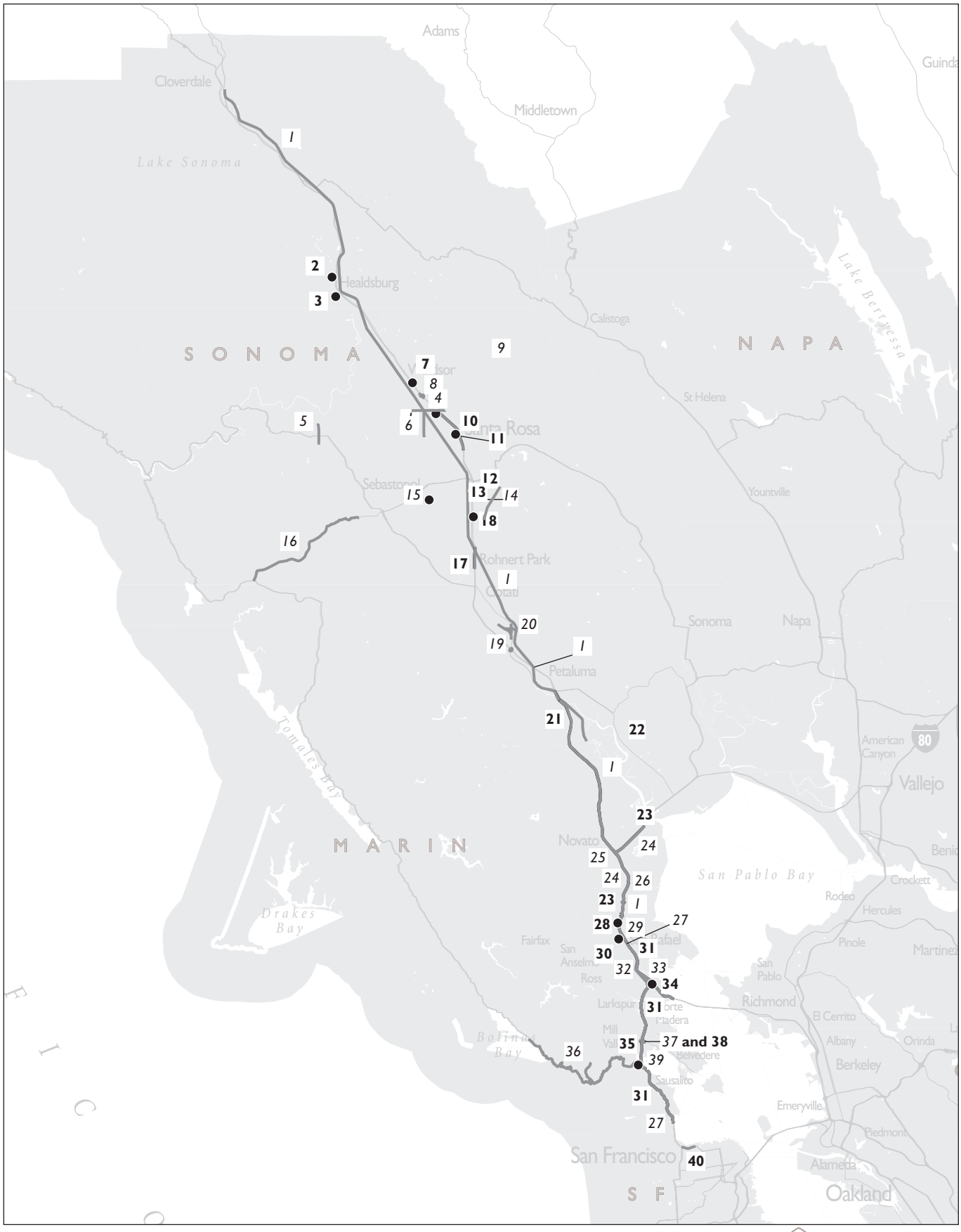
Figure 1.2-7

Golden Gate Corridor



Projects in the Financially Constrained Element are shown in bold, and projects in the Vision Element are shown in italics

State Highway

Interstate Highway

U.S. Highway

0 9 18
MILES

Table 1.2-2 North Bay East-West Corridor **=Financially Constrained + Sales Tax Alternative*

Note: Committed and programmatic projects are NOT mapped. ***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
Financially Constrained Element: Committed Projects		
22899		Widen Rte 12 btwn Suisun City and Rio Vistation to 4 lns
21070		Realign and widen Rte 116 along Champlin Creek
21998		Rehabilitate and widen Rte 116 btwnbtwn Elphick Rd to Redwood Dr
94691		Rte 121 traffic signal system and channelization at 8th St
22626		Rte 29/Rte 37 I/C impvts
94675		Widen Rte 37 from Napa River Bridge to Rte 29 to 4-Ln fwy
Financially Constrained Element: New Commitment Projects		
21823	7	Rte 12 from Sacramento River to I-80 operational and safety impvts
22708	9	Rte 12 from I-80 to Sacramento Bridge long-term capacity and operational impvts
94073	3	Construct new SB Rte 221 to SB Rte 29 flyover
94074	5	Widen Rte 12 from I-80 in Solano Co to Rte 29 in Napa Co to 4 lns (Napa Co portion)
94075	4	Rte 12/Rte 29/Airport I/C construction
94152	6	Widen Rte 12 from I-80 in Solano Co to Rte 29 to 4 lns (Solano Co portion)
Vision Element Projects		
21824	8	Rte 12 from I-80 to Sacramento Bridge capacity and operational impvts
22190	1	Hwy 116/Hwy 121 intersection impvts and Arnold Dr impvts
22747	2	Rte 12/Rte 29/Rte 121 intersection impvts

Figure 1.2-8
North Bay East-West Corridor

Projects in the Financially Constrained Element are shown in bold, and projects in the Vision Element are shown in italics

1 State Highway

80 Interstate Highway

101 U.S. Highway

0 9 18
MILES

Table 1.2-3: Napa Valley Corridor

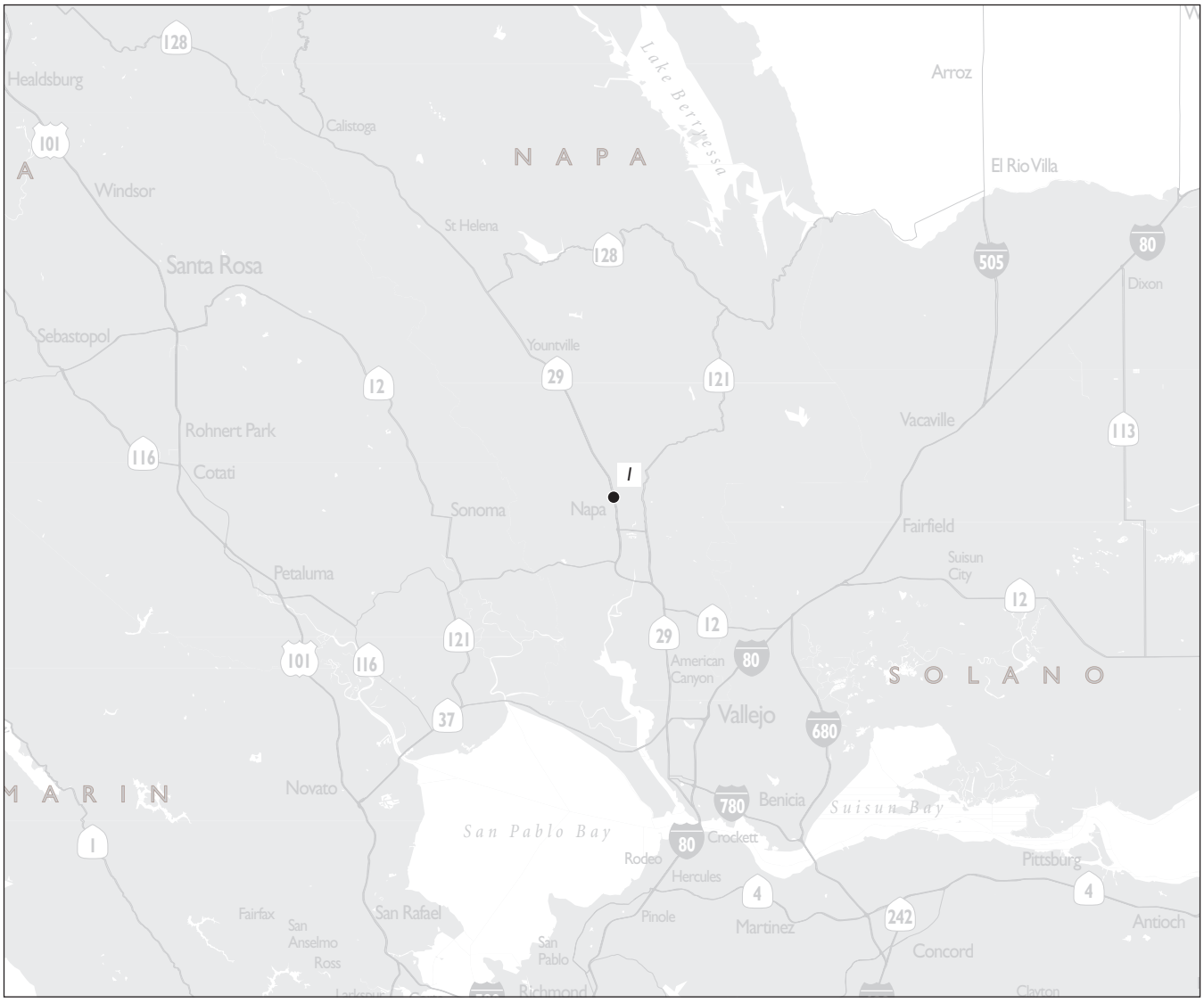
Note: Committed and programmatic projects are NOT mapped.

**=Financially Constrained + Sales Tax Alternative*

***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
Financially Constrained Element: Committed Projects		
94071		Replace Napa River Bridge and widen to 4 lns on Rte 121 over the Napa River
94575		Construct grade-separated I/C at Rte 29 and Redwood Rd/Trancas St
94076		Trancas intermodal facility adjacent to I/C at Rte 29 and Redwood Rd/Trancas St
Vision Element Projects		
22740		Rte 29 safety and operational impvts
22743		Express bus/pre-rail program
22746	1	Widen Rte 29/First St overcrossing to 4 lns

Figure 1.2-9
Napa Valley Corridor



Projects in the Financially Constrained Element are shown in bold, and projects in the Vision Element are shown in italics

I State Highway

80 Interstate Highway

101 U.S. Highway

Table 1.2-4 Eastshore North Corridor *=*Financially Constrained + Sales Tax Alternative*

Note: Committed and programmatic projects are NOT mapped. **=*Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
Financially Constrained Element: Committed Projects		
94047		Extend the northern limits of the I-80 WB HOV Ln from N of Cummings Skyway to Rte 4
98211		I-80 EB HOV Ln extension from Rte 4 to the Crockett I/C just S of the Carquinez Bridge
21208		Richmond Pkwy Transit Center
22625		I-80/N Texas St I/C impvts
22631		Rte 12 WB (Red Top Rd) truck ln
22624		Construct continuous 4-ln Jepson Pwy from Suisun City to Vacaville
22003		Capitol Corridor: Phase 2 enhancements
22009		Capitol Corridor intercity rail service
22629		New Vallejo Ferry Terminal intermodal facility
22985		Benicia Intermodal Transportation station
Financially Constrained Element: New Commitment Projects		
21134	23	Rapid Bus Transit (RBT) in San Pablo Corridor
21144	26	I-80/Gilman Ave. I/C impvts
21209	18	Hercules Transit Center relocation and Expn
21210	16	Capitol Corridor train station in Hercules
21807	12	Widen I-80 from I-680 to Air Base Pwy to 10 lns
22038	27	San Francisco-Oakland Bay Bridge toll plaza HOV bypass lns
22455	29	AC Transit BRT and Enhanced Bus: Telegraph Ave/International Blvd corridor
22603	20	Richmond intermodal transfer station
22634	9	Vacaville intermodal station
22700	10	Construct parallel corridor N of I-80 from Red Top Rd to Abernathy Rd
22701	13	I-80/I-680/Rte 12 I/C impvts
22703	2	I-80/I-680/I-780 corridor mid-term capacity and operation impvts
22794	15	Curtola Transit Center impvts
22795	11	Fairfield Transportation Center impvts
22898	8	Widen I-80 from W of Meridian Rd to W of Kidwell Rd to 8 lns
94148	4	Construct rail station and track impvts for Amtrak Capitol Corridor
94151	7	Construct 4-Ln Jepson Pwy from Rte 12 to Leisure Town Rd
98157	22	Enhancements to AC Transit bus service for San Pablo corridor

Table 1.2-4 Eastshore North Corridor **=Financially Constrained + Sales Tax Alternative*

Note: Committed and programmatic projects are NOT mapped. ***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
Vision Element Projects		
21153	25	AC Transit bus corridor imprvts in Oakland, Berkeley and San Leandro
21160	28	AC Transit mjr corridor enhancements
22355	24	* I-80/Central Ave I/C modifications
22358	17	I-80/Rte 4 I/C impvts
22360	21	* I-80/San Pablo Dam Rd I/C reconstruction
22516	6	Enhance Capitol Corridor Rgnl rail service
22702	14	* I-80/I-680/Rte 12 I/C impvts: truck scales and aux lnslns
22716	19	* Vallejo Baylink ferry service capital and operation
22717	3	* I-80/I-680/I-780 corridor impvts
22988	1	* Commuter Rail Service - Sacramento to Oakland (capital and operating)

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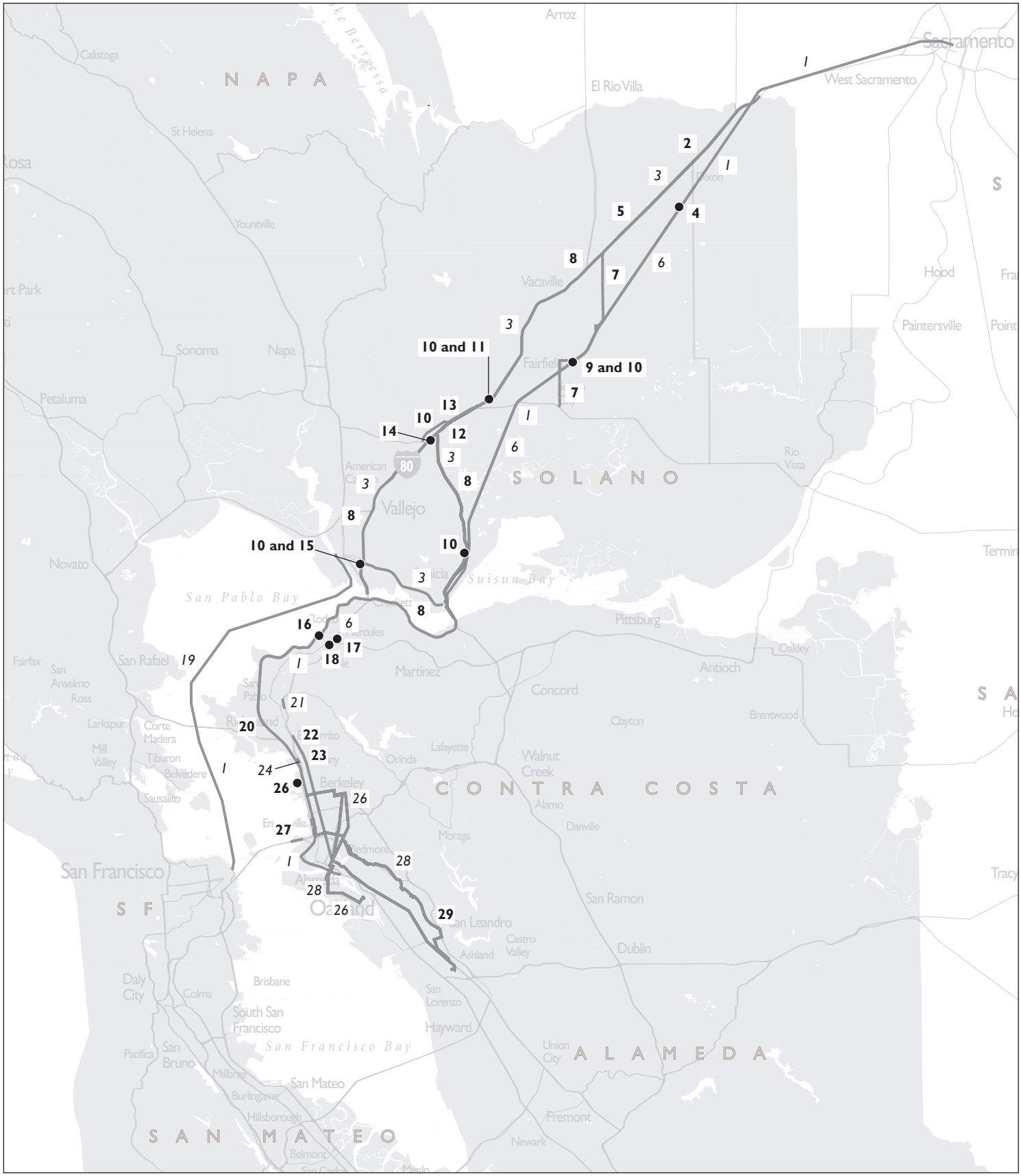
Figure 1.2-10
Eastshore-North Corridor



Projects in the Financially Constrained Element are shown in bold, and projects in the Vision Element are shown in italics

State Highway

Interstate Highway

U.S. Highway

Table 1.2-5: Delta Corridor

Note: Committed and programmatic projects are NOT mapped.

**=Financially Constrained + Sales Tax Alternative*

***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
Financially Constrained Element: Committed Projects		
21212		Construct aux Ln along EB Rte 4 and widen Hillcrest Ave EB off-ramp to 2 lns
22601		Rte 4 Bypass, Segment 3: construct a 2-Ln facility from Balfour Rd to Walnut Blvd, and upgrade Marsh Creek Rd
94531		Widen Rte 4 to 6 mixed flow lns and 2 HOV lns from Bailey Rd to RailRd Ave
96022		Rte 4 Bypass, Segment 1
98104		Widen Rte 4 from RailRd Ave to Loveridge
98142		Widen Rte 4 to 8 lns with HOV lns from Loveridge Rd to Somersville Rd
98221		Rte 4 Bypass, Segment 2
21211		BART/E Contra Co station rail extension
Financially Constrained Element: New Commitment Projects		
94050	1	Upgrade Rte 4 to full fwy from I-80 to Cummings Skyway
98222	5	Rte 4 Bypass, Segment 1: Rte 160 Fwy-to-Fwy connectors
98999	4	Widen Rte 4 E to 8 lns from Somersville Rd to Rte 160
Vision Element Projects		
22011		* BART/E Contra Costation rail extn
22346		* Express bus service expansion along I-580 corridor
22390	2	*Reconstruct Rte 4/Willow Pass Rd ramps in Concord
22392	3	Rte 4/Range Rd I/C construction
22400		Construct Rte 239 from Brentwood to Tracy Expy
22604	8	*Construct safety and operational impvts on Vasco Rd from Brentwood to Alameda Co line
22605	6	*Rte 4 Bypass, Segments 2 and 3: widen and upgrade to full fwy
22607		*Major street station widening, extentions and I/C improvements in East Contra Costation Co
22981	7	*Widen Rte 4 from Marsh Creek Rd to San Joaquin Co line

Figure 1.2-11
Delta Corridor

Projects in the Financially Constrained Element are shown in bold, and projects in the Vision Element are shown in italics

State Highway

Interstate Highway

U.S. Highway

Table 1.2-6: Diablo Corridor **=Financially Constrained + Sales Tax Alternative*

Note: Committed and programmatic projects are NOT mapped. ***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
Financially Constrained Element: Committed Projects		
22353		I-680 SB HOV gap closure btwn N Main St and Livorna
94051		I-680 aux Ln from Diablo Rd to Sycamore Valley Rd in Danville and from Crow Canyon Rd to Bollinger Canyon Rd in San Ramon
94052		I-680 HOV lns from Marina Vistation I/C to N Main St (SB) and from Rte 242 NB to the Marina Vistation I/C
98132		Widen and extend Bollinger Canyon Rd to 6 lns from Alcosta Blvd to Dougherty Rd
98134		Widen Dougherty Rd to 6 lns from Red Willow to Contra Costa Co line
98135		Construct Windermere Pwy: 4 lns from Bollinger Canyon Rd extn to E Branch
98136		Construct E Branch as 4 lns from Bollinger Canyon Rd extn to Camino Tassajara
94150		I-80/I-680/Rte 12 I/C impvts
94054		Martinez Intermodal Terminal Facility
Financially Constrained Element: New Commitment Projects		
21205	6	I-680/Rte 4 I/C Fwy-to-Fwy direct connectors
21206	12	Caldecott Tunnel fourth bore
21207	2	Martinez Intermodal Terminal Facility
22602	18	Construct I-680 aux lns from Sycamore Valley Rd to Crow Canyon Rd
98130	9	Widen Alhambra Ave from Rte 4 to McAlvey Dr to 4 lns
98133	10	Widen Pacheco Blvd from Blum Rd to Arthur Rd to 4 lns
98194	7	Ext Commerce Ave btwn Pine Creek and Waterworld Pwy
98196	13	Rte 24 E aux lns from Gateway Blvd to Brookwood Rd/Moraga Way
Vision Element Projects		
21036	16	Add'l I-680 aux lns S of I-680/Rte 24 I/C
21223	15	* I-680 transit corridor impvts
22342	20	* Express bus service Expn along I-680 corridor
22350	5	* ** I-680/Rte 4 I/C impvts
22351	14	* ** I-680 N HOV gap closure btwn N Main St and Rte 242
22352	19	* ** I-680/Norris Canyon Rd HOV direct ramps in San Ramon
22354	3	* I-680/Marina Vistation I/C impvts
22365		* Martinez Ferry landside impvts
22375	4	Rte 24 and I-680 TOS and fiber optic cable project
22388	11	* Construct Rte 242/Clayton Rd N on-ramp
22389	8	* Construct Rte 242/Clayton Rd S off-ramp
22402		* School bus prgms in San Ramon and Lamorinda
22609		* Major street widening, extns and I/C impvts in Central Contra Costation Co
22612	17	* ** I-680/Sycamore Valley Rd direct HOV ramps in Danville
22614	1	Martinez Intermodal Station

Figure 1.2-12
Diablo Corridor

Projects in the Financially Constrained Element are shown in bold, and projects in the Vision Element are shown in italics

State Highway

Interstate Highway

U.S. Highway

0 9 18
MILES

Table 1.2-7: Tri -Valley Corridor

*=Financially Constrained + Sales Tax Alternative

Note: Committed and programmatic projects are NOT mapped.

**=Financially Constrained + HOT Alternative

Project ID	*Map ID*	*Description*
Financially Constrained Element: Committed Projects		
21456		I-580 aux lns btwn Santa Rita Rd/Tassajara Rd and Airway Blvd I/Cs
22785		Construct I-580 EB aux Ln from First St to Vasco Rd
22786		Install ramp metering on all existing ramps along I-580 in Livermore
22787		Realign Isabel/Vallecitos intersection for through movement on Rte 84
94024		Auto/truck separation Ln at I-580/I-205 I/C
21100		I-580/Vasco Rd I/C impvts
21455		Widen I-238 btwn I-580 and I-880 from to 6 lns
21133		New W Dublin/Pleasanton BART station
Financially Constrained Element: New Commitment Projects		
21085	11	I-580 TOS
21105	6	I-580/Isabel I/C impvts
22013	7	I-580 corridor impvts
22092	1	Alameda Co TOS and ramp metering from Dublin to I-880
22657	8	I-205/I-580 Altamont Pass WB truck Ln
22776	9	Widen Rte 84 to 4 lns from N of Pigeon Pass to Vineyard Ave and to 4 or 6 lns from Vineyard Ave to Jack London Blvd
22777	3	I-580 on- and off-ramp impvts in Castro Valley
Vision Element Projects		
22088		I-580/I-680 I/C truck bypass lns
22664	4	** I-580 HOT lns from Greenville Rd W to I-680
22666	10	** Rte 84 HOT lns in Tri-Valley
22667	5	Tri-Valley rail extn from Dublin/Pleasanton BART station to Greenville Rd in the I-580 median

Figure 1.2-13
Tri-Valley Corridor

Projects in the Financially Constrained Element are shown in bold, and projects in the Vision Element are shown in italics

State Highway

Interstate Highway

U.S. Highway

0 9 18
MILES

Table 1.2-8: Sunol Gateway Corridor

Note: Committed and programmatic projects are NOT mapped.

**=Financially Constrained + Sales Tax Alternative*

***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
Financially Constrained Element: Committed Projects		
21470		I-680/Sunol Blvd ramp impvts
21472		I-680/Bernal Ave I/C impvts
98140		I-680 Sunol Grade SB HOV lns, ramp metering and aux ln from Rte 84 to Rte 237
Financially Constrained Element: New Commitment Projects		
22064	2	Convert SB HOV Ln on I-680 btwn Rte 84 and Rte 237 to HOT ln
22897	3	Widen I-680 NB for an HOV Ln from Rte 84 to Calavaras Blvd
98139	1	ACE Station/track impvts in Alameda Co

Figure 1.2-14
Sunol Gateway Corridor

Projects in the Financially Constrained Element are shown in bold, and projects in the Vision Element are shown in italics

State Highway

Interstate Highway

U.S. Highway

0 9 18
MILES

Table 1.2-9 Eastshore South Corridor **=Financially Constrained + Sales Tax Alternative*

Note: Committed and programmatic projects are NOT mapped. ***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
Financially Constrained Element: Committed Projects		
21451		E 14th St/Hesperian Blvd/150th St channelization impvts
21466		Washington Ave/Beatrice St I/C impvts
Financially Constrained Element: New Commitment Projects		
21101	8	Extend Tinker Ave. from Webster St to 5th Ave.
21107	7	I-880/High St I/C impvts
21131	12	BART-Oakland Intl Airport connector
21157	1	I-80/Ashby Ave/Shellmound St I/C modifications
21185	13	Extend Eden Rd from Doolittle Dr to San Leandro water pollution control plant
22063	15	Rte 238 corridor impvts btwn Foothill Blvd/Mattox Rd to Mission Blvd/Industrial Pkwy
22084	10	Oakland International Airport N Field access road
22100	15	Replace I-880/Davis St overcrossing
22760	2	Outer Harbor intermodal terminal
22761	19	I-880 from Hegenberger Rd to I-980 operation impvts
22763	3	Reconstruct SB I-880 on- and off- ramps with I-880/5th St seismic retrofit
22764	9	Construct aux Ln on I-880 btwn Hegenberger Rd and 66th Ave
22769	5	I-880/29th Ave I/C safety and access impvts
98207	4	I-880/Broadway-Jackson I/C impvts
Vision Element Projects		
21093	18	Rte 92/Clawiter Rd/Whitesell St I/C impvts
22005		ACE service expansion to eight trains
22086		I-880 incident mgmt, ramp metering, and traveler info
22087		I-880/Oak St on-ramp reconstruction
22106	16	Extend Whitesell St as a 4-Ln arterial from Enterprise to Depot Rd
22660	17	Widen I-880 by adding one Ln in each direction btwn Whipple and Jackson
22670	11	** Widen I-880 for HOV lns NB from Hacienda overcrossing to 98th Ave and SB from 98th Ave to Marina Blvd
22671	20	** Construct direct HOV connection btwn SB I-880 to WB Rte 84
22673	6	I-880 modernization and ramp reconfiguration in Oakland

Figure 1.2-15
Eastshore-South Corridor

Projects in the Financially Constrained Element are shown in bold, and projects in the Vision Element are shown in italics

State Highway

Interstate Highway

U.S. Highway

Table 1.2-10: Fremont-South Bay Corridor **=Financially Constrained + Sales Tax Alternative*

Note: Committed and programmatic projects are NOT mapped. ***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
Financially Constrained Element: Committed Projects		
21125		Rte 84 WB HOV Ln extn from Newark Blvd to I-880.
21126		Rte 84 WB HOV on-ramp from Newark Blvd
21480		Rte 84/Ardenwood Blvd WB offramp intersection impvts
21483		Widen Stevenson Blvd from I-880 to Blacow Rd to 6 lns
21484		Widen Kato Rd from Warren Ave to Milmont Dr
21487		Widen Mowry Ave from Mission Blvd to Peralta Blvd
22991		Widen I-680 for SB HOV/HOT Ln from Rte 237 to Rte 84
94030		Reconstruct I-880/Rte 262 I/C and widen I-880 from Rte 262 (Mission Blvd) to the Santa Clara Co line to 10 lns
94506		Widen Rte 84 to 6-Ln Pwy from I-880 to Paseo Padre and 4-Ln Pwy from Paseo Padre to Mission Blvd along the Historic Pkwy alignment
21921		BART extn into Santa Clara Co (design, prelim engineering, ROW)
Financially Constrained Element: New Commitment Projects		
21123	3	Union City Intermodal Station infrastructure impvts
21132	7	BART extn to Warm Springs
22015		I-680/I-880 cross connector
22042	4	Widen I-680 for NB HOV Ln from Rte 237 to Stoneridge Dr
22062	6	Construct infrastructure for future Irvington BART Station
22805	9	Widen Dixon Landing Rd from 4 to 6 lns btwn N Milpitas Blvd and 1-880
22990	8	Widen Rte 262 from I-880 to Warm Springs Blvd
94012	2	Union City Intermodal Station
Vision Element Projects		
22432	5	Construct Irvington BART Station
22668	1	Add NB and SB I-680 HOV lns btwn Rte 84 in Alameda Co to Alcosta Blvd in Contra Costa Co
22800	10	BART extn into Santa Clara Co (construction)

Figure 1.2-16
Fremont-South Bay Corridor

Projects in the Financially Constrained Element are shown in bold, and projects in the Vision Element are shown in italics

State Highway

Interstate Highway

U.S. Highway

0 9 18
MILES

Table 1.2-11: Silicon Valley Corridor *=Financially Constrained + Sales Tax Alternative

Note: Committed and programmatic projects are NOT mapped. **=Financially Constrained + HOT Alternative

Project ID	*Map ID*	*Description*
Financially Constrained Element: Committed Projects		
21760		Double-track segments of the Caltrain line btwn San Jose and Gilroy
21787		Palo Alto Intermodal Transit Center
21794		Bus Rapid Transit corridor: El Camino Real
21797		Rte 17 bus service impvts btwn downtown San Jose and downtown Santa Cruz
21922		San Jose International Airport connections to Guadalupe LRT
21923		New BRT Corridor: Stevens Creek Boulevard, El Camino Phase IIIB and Monterey Highway
22014		Downtown E Valley: Santa Clara/Alum Rock and Capitol Expy to Nieman
98119		Vasona Corridor light rail extn from downtown San Jose to Winchester Blvd in Campbell
98121		Increase Caltrain service from San Jose to Gilroy, includes Caltrain corridor facilities and service impvts
Financially Constrained Element: New Commitment Projects		
20002	69	Rte 85 noise mitigation
21705	22	Rte 237/El Camino Real/Grant Rd intersection impvts
21713	10	Construct aux ln on E Rte 237 from N First St to Zanker Rd
21714	81	Widen US 101 btwn Monterey Hwy and Rte 25; construct a full I/C at US 101/Rte 25/Santa Teresa Blvd
21716	8	Widen Rte 237 to 6 lns btwn Rte 85 and E of Mathilda Ave
21717	82	Widen Rte 25 from US 101 to Rte 156 to 6 lns
21718	24	Rte 85 aux lns btwn Homestead Ave and Fremont Ave
21719	56	I-880/I-280/Stevens Creek Blvd I/C impvts
21720	71	US 101/Tennant Ave I/C impvts
21722	27	US 101 SB Trimble Rd/De La Cruz Blvd/Central Expy I/C impvts
21723	46	US 101/Tully Rd I/C modifications
21724	28	Widen US 101 for NB and SB aux Ln from Trimble Rd to Montague Expy
21749	72	Ext Butterfield Blvd from Tennant Ave to Watsonville Rd
22010	30	Construct I-280 NB second exit ln to Foothill Expy
22012	16	Rte 237 EB aux ln impvt from N First St to Zanker Rd
22018	4	US 101/Mathilda Ave I/C impvts
22118	70	Extend Hill Rd to Peet Ave
22134	47	Widen US 101 SB from Story Rd to Yerba Buena Rd
22138	83	Widen US 101 to 4 lns from Rte 25 to Santa Clara/San Benito Co line
22140	73	Widen US 101 btwn Cochrane Rd and Monterey Hwy from 6 lns to 8 lns
22142	53	US 101/Capitol Expy I/C impvts (includes new NB on-ramp from Yerba Buena Rd)

Table 1.2-11: Silicon Valley Corridor **=Financially Constrained + Sales Tax Alternative*

Note: Committed and programmatic projects are NOT mapped. ***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
22145	14	Widen WB Rte 237 on-ramp from Rte 237 to NB US 101 to 2 lns and add aux Ln on NB US 101 from Rte 237 on-ramp to Ellis St I/C
22153	5	Ext Mary Ave N at Rte 237
22156	15	Rte 85 NB to SR 237 EB connector ramp impvts
22162	12	Rte 237 WB to Rte 85 SB connector ramp impvts
22164	1	Rte 237 WB on-ramp at Middlefield Rd
22169	63	Widen Coleman Ave from Hedding St and a future Autumn St extn from 4 lns to 6 lns
22170	26	Construct I-880 overcrossing on Charcot Ave btwn Paragon Dr and Old Oakland Rd as a reliever Rte to Montague Expy and Brokaw Rd
22171	65	Ext Autumn St from Julian St to Coleman Ave to connect I-880 to W part of downtown San Jose
22175	67	Widen Almaden Expy btwn Coleman Rd and Blossom Hill Rd to 8 lns
22176	32	Widen Berryessa Rd from I-680 to Commercial St from 4 lns to 6 lns
22177	57	Widen Branham Ln from Vistation Park Dr to Snell Ave from 4 lns to 6 lns
22178	17	Replace 4-Ln structure with 6-Ln bridge on CalAveras Blvd over Union Pacific Rail Rd from Abel St to Milpitas Blvd
22179	13	Widen Central Expy btwn Lawrence Expy and San Tomas Expy from 4 lns to 6 lns
22180	31	Widen Central Expy btwn Lawrence Expy and Mary Ave to provide aux acceleration and/or deceleration lns
22181	68	Construct 4-Ln bridge over Guadalupe River btwn Almaden Expy and Fell Ave to connection sections of Chynoweth Ave
22182	77	Gilman Rd/Arroyo Circle traffic signal and intersection impvts
22183	41	Widen Lucretia Ave from 2 lns to 4 lns from Story Rd to Phelan Ave
22185	21	Widen Oakland Rd from 4 lns to 6 lns from US 101 to Montague Expy
22186	40	Widen San Tomas Expy btwn Rte 82 and Williams Rd to 8 lns
22422	52	Widen Senter Rd btwn Tully Rd and Capitol Expy to 6 lns
22823	59	Widen Snell Ave from 4 lns to 6 lns from Branham Ln to Chynoweth Ave
22830	80	Widen First St/Rte 152 to add one EB Ln from Church St to Monterey St
22832	78	Widen Rte 152 from 2 lns to 4 lns from Miller Slough to Holsclaw Rd
22834	6	Widen Rte 237 for EB aux Ln from Mathilda Ave to Fair Oaks Ave
22836	45	Widen Quito Rd btwn Saratoga Ave and Bucknall Rd
22838	43	Study of Lawrence Expy/Calvert/I-280 I/C impvts
22842		Rte 9 bike lns from Saratoga through Monte Sereno to Los Gatos
22843	55	Develop HOT Ln demonstration project on one Fwy corridor in Santa Clara Co
22845	2	Rte 152/Ferguson Rd intersection impvts
22847	61	Widen Lawrence Expy btwn Moorpark/Bollinger and S of Calvert to 8 lns
22857	37	Widen US 101 for a SB aux Ln from I-880 to McKee Rd/Julian St
22858	64	Widen Union Ave from Los Gatos-Almaden Rd to Ross Creek to 4 lns

Table 1.2-11: Silicon Valley Corridor

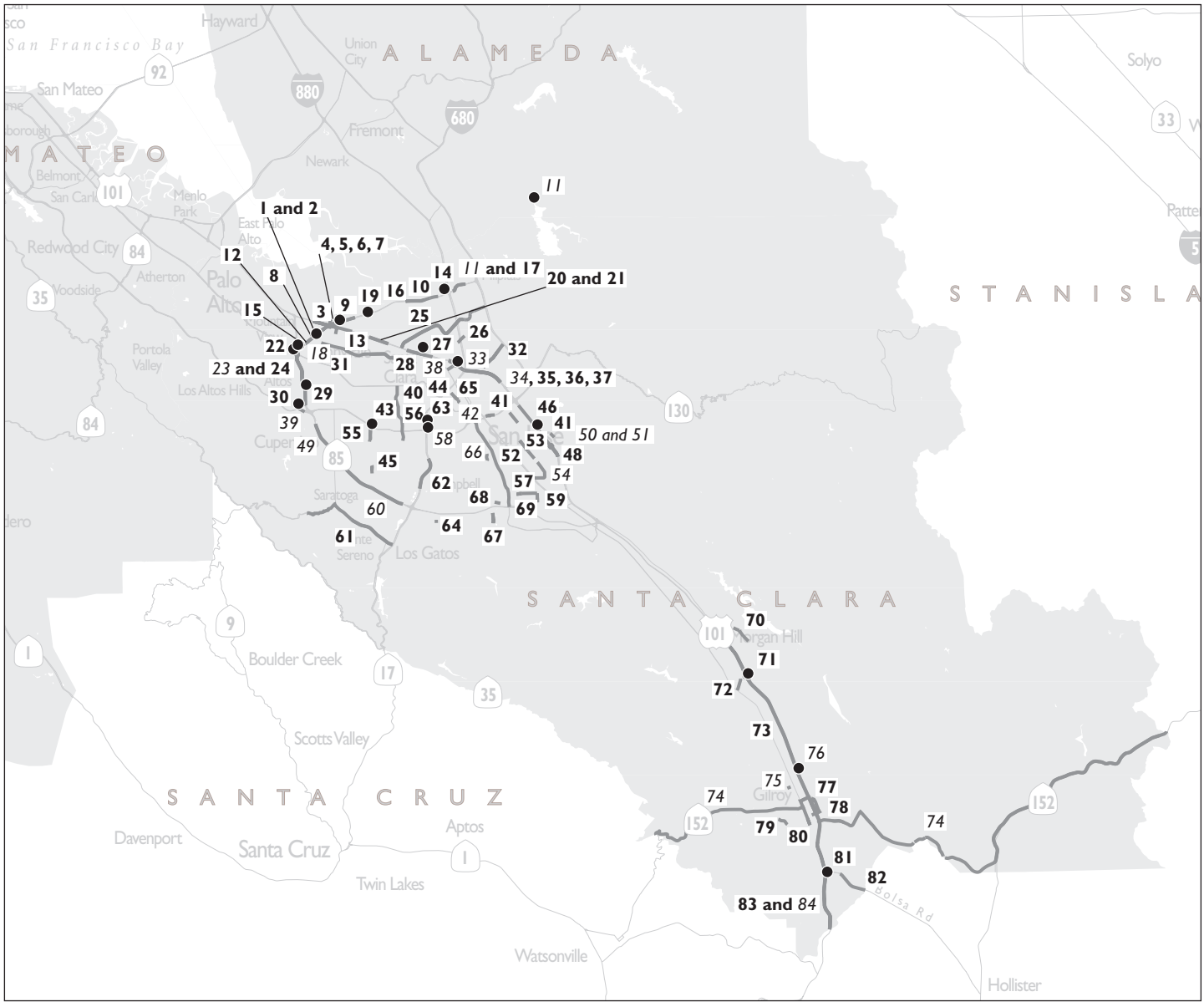
**=Financially Constrained + Sales Tax Alternative*

Note: Committed and programmatic projects are NOT mapped.

***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
22871	79	Ext 2-Ln Uvas Park Dr from Laurel Dr to Wren Ave
22874	29	Rte 85/Fremont Ave ramp impvts
22881	19	Construct aux Ln on SB Lawrence Expy btwn WB Rte 237 and SB Lawrence Expy
22888	48	Widen King Rd to 4 lns from Aborn Rd and Barberry Ln
22892	25	Widen US 101 SB aux Ln from Great America Pwy to Lawrence Expy
22893	36	Widen US 101 for a NB aux Ln from McKee/Julian St to I-880
22894	35	US 101 Mabury Rd/Taylor St new I/C
22979	44	US 101/Zanker Rd/Skyport Dr/Fourth St I/C impvts
98103	62	Construct aux Ln on NB Rte 17 from Camden Ave to Hamilton Ave
98175	20	Widen Montague Expy from 6 lns to 8 lns from I-680 to US 101
Vision Element Projects		
21702	76	US 101/Buena Vistation Ave I/C construction
21704	42	Improve I-280 downtown access btwn 3rd St and 7th S t
21708	39	Add I-280 NB braided ramps btwn Foothill Expy and Rte 85
21770	84	Extend Caltrain from Gilroy to Salinas
22017	9	Construct Rte 237 EB to Mathilda Ave flyover offramp
22019		Downtown E Valley: Santa Clara/Alum Rock and Capitol Expy to Nieman
22020	51	US 101 NB braided ramps btwn Capitol Expy and Yerba Buena Rd
22091	74	Upgrade Rte 152 to a limited access 4-Ln Fwy
22127	49	Rte 85 NB and SB aux lns from Stevens Creek Blvd to Saratoga/Sunnyvale Rd
22128	58	Rte 85 NB and SB aux lns from Saratoga/Sunnyvale Rd to Saratoga Ave
22130	60	Rte 85 NB and SB aux lns from Saratoga Ave to Winchester Blvd
22147	33	US 101 I/C at Zanker Rd/Skyport Dr/N Fourth St
22158	23	Rte 85 aux lns btwn Fremont Ave and El Camino Real
22161	18	Rte 85 aux lns btwn El Camino Real and Rte 237, and Rte 85/El Camino Real I/C impvts
22165	3	US 101 SB to Rte 237 EB aux Ln impvts
22167	50	US 101 SB braided ramps btwn Capitol Expy and Yerba Buena Rd
22905	54	Improve Senter Rd btwn Singleton Ave and Monterey Hwy
22911	75	Widen Farrell Ave Bridge to 2-Ln facility
22922	11	Calaveras Rd impvts
22958	7	US 101 SB to EB Rte 237 connector impvts
22960	66	Widen Almaden Rd from Malone Rd to Curtner Ave
22965	34	US 101/Mabury Rd/Taylor St I/C construction
22983	38	US 101/Zanker Rd/Skyport Dr/Fourth St I/C construction

Figure 1.2-17
Silicon Valley Corridor



Projects in the Financially Constrained Element are shown in bold, and projects in the Vision Element are shown in italics

State Highway

Interstate Highway

U.S. Highway

0 9 18
MILES

Table 1.2-12: Peninsula Corridor *=*Financially Constrained + Sales Tax Alternative*

Note: Committed and programmatic projects are NOT mapped. **=*Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
Financially Constrained Element: Committed Projects		
21349		US 101/Ralston Ave I/C improvement
21606		US 101/ Willow Rd I/C reconstruction
21607		US 101/University Ave I/C reconstruction
21608		US 101 NB and SB aux lns from Marsh Rd to Santa Clara Co line
94100		US 101 aux lns from Marsh Rd to Rte 92
94656		Devil's Slide bypass
98176		US 101 aux lns from 3rd Ave to Millbrae and US 101/Peninsula Ave I/C reconstruction
21549		Construct access route linking Hunters Point Shipyard Redvlpmt Area to US 101
21605		US 101/Oyster Point Blvd I/C impvts (Phases 2 and 3)
94643		Widen Rte 92 btwn Rte 1 and Half Moon Bay city limits
98204		Construct Rte 1 NB and SB lns from Fassler Ave to Wport Dr in Pacifica
21617		Caltrain Express service btwn San Francisco and San Jose (Phase 1)
Financially Constrained Element: New Commitment Projects		
21602	29	US 101/Broadway I/C reconstruction
21603	44	US 101/Woodside Rd I/C impvts
21612	42	Impvt of Dumbarton Bridge access to US 101
21613	41	Rte 92 impvts from San Mateo Bridge to I-280
21615	17	I-280/Rte 1 I/C safety impvts
21619	5	Caltrain Express tracks
21627	3	Caltrain electrification from San Francisco to Gilroy
22125	1	Ferry service from S San Francisco to San Francisco
22226	10	Intermodal transit impvts at Caltrain Bayshore Sta
22230	15	Study of I-280 aux lns from I-380 to Hickey Blvd
22236	34	Study of Hillsdale Transit Center relocation
22239	24	Study of Manor Dr/Rte 1 overcrossing widening and impvt project
22261	28	Rte 1/San Pedro Creek Bridge replacement project
22282	32	Widen US 101 SB by adding 5th Ln from WB Rte 92 loop on-ramp to Ralston Ave off-ramp
22756	4	US 101/Candlestick I/C reconstruction
98203	37	Study of Rte 1 in Half Moon Bay area operational and safety impvts

Table 1.2-12: Peninsula Corridor **=Financially Constrained + Sales Tax Alternative*

Note: Committed and programmatic projects are NOT mapped. ***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
Vision Element Projects		
21604	18	* US 101 aux lns from Sierra Point to San Francisco Co line
21609	26	* I-280/I-380 local access impvts from Sneath Ln and San Bruno Ave to I-380
21610	22	* US 101 aux lns from San Bruno Ave to Grand Ave
21892	45	* Widen Rte 84 from 4 lns to 6 lns from El Camino Real to Broadway
21893	36	* Rte 92 btwn Half Moon Bay city limits and Pilarcitos Creek ; shoulder impvts
22227	8	* Extend Geneva Ave from Bayshore Blvd to US 101/Harney ramps to 6 lns
22228	13	* Extend Lagoon Way to connect to US 101, Bayshore Blvd and Guadalupe Canyon Pwy
22229	20	* US 101/Sierra Point Pwy I/C replacement
22231	7	* Widen N side of John Daly Blvd/I-280 overXing for add'l WB traffic Ln and dedicated right-turn Ln for SB I-280 off-ramp
22267	33	* Union Pacific RailRd right-of-way acquisition for transit, bicycle and pedestrian use
22271	27	* Widen Skyline Blvd (Rte 35) to 4-Ln Rdway from I-280 to Sneath Ln
22273	2	* US 101/Candlestick I/C reconstruction
22279	23	* US 101/Produce Ave I/C project
22622	25	* Manor Dr/Rte 1 overcrossing widening and impvt project
22723	43	* Impvt of Dumbarton Bridge access to US 101 (Phase 2)
22724	31	* Improve Rte 92 from San Mateo Bridge to I-280
22725	12	* I-280/Rte 1 I/C impvts
22726	6	* S San Francisco to Alameda ferry service
22727	30	* US 101/Peninsula Ave SB ramps
22728	9	* Bayshore intermodal facility impvts
22729	16	* I-280 aux lns from I-380 to Hickey Blvd
22732	35	* Hillsdale Transit Center relocation
22735	11	I-280 N and I-380 ramp metering/TOS/fiber communications project
22736	39	I-280 S and Rte 92 ramp metering/TOS/fiber communications project
22739	19	* US 101 operational impvts near Rte 92
22741	14	* Caltrain Express tracks (San Mateo Co)
22751	38	* Rte 1 operational and safety impvts in Half Moon Bay area
22901	21	US 101 N and Rte 92 ramp metering/TOS/fiber communications project
94644	40	* Rte 92 WB slow vehicle Ln btwn Rte 35 and I-280

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Figure 1.2-18
Peninsula Corridor

Projects in the Financially Constrained Element are shown in bold, and projects in the Vision Element are shown in italics

State Highway

Interstate Highway

U.S. Highway

0 9 18
MILES

Table 1.2-13: San Francisco Corridor

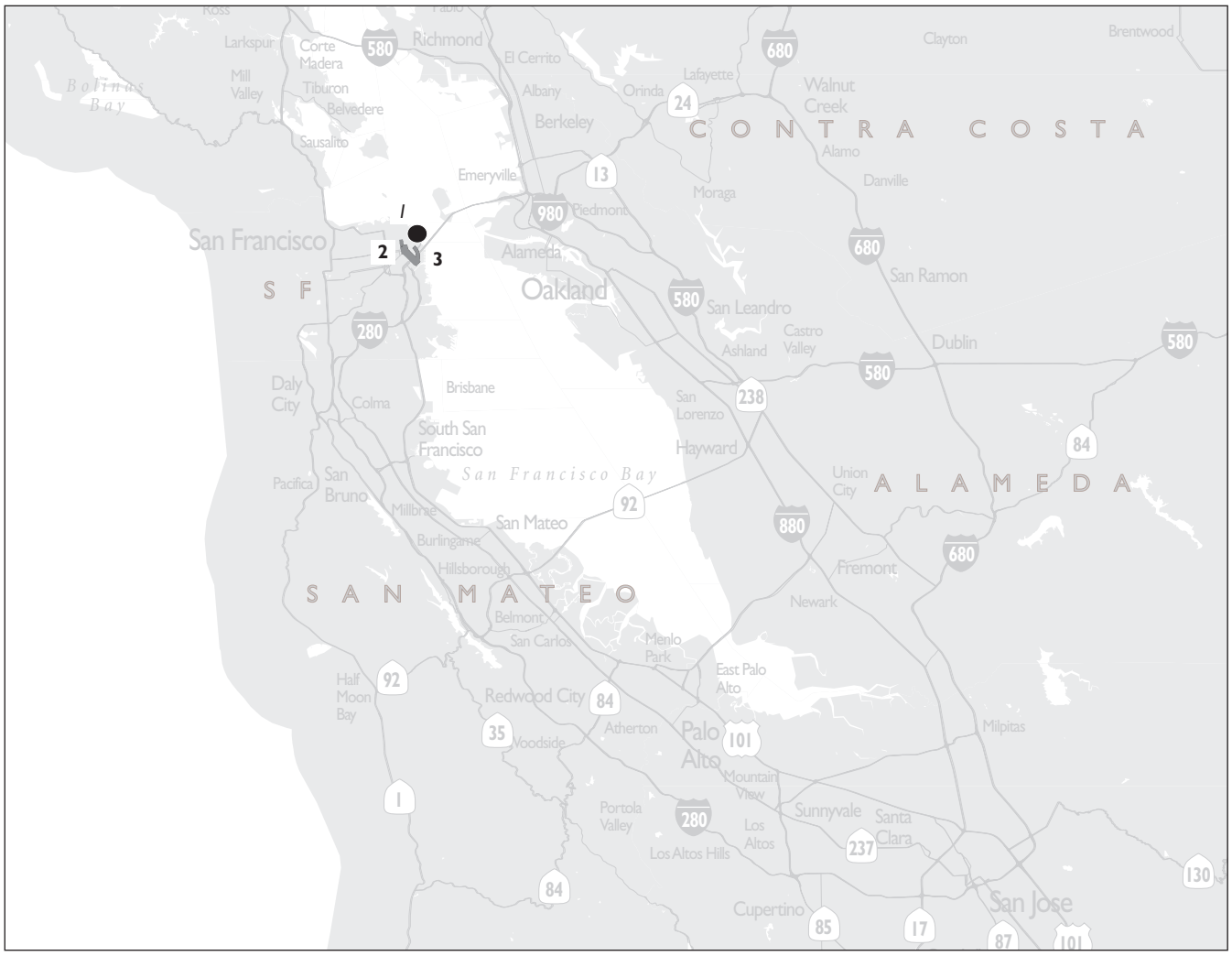
**=Financially Constrained + Sales Tax Alternative*

Note: Committed and programmatic projects are NOT mapped.

***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Project*
Financially Constrained Element: Committed Projects		
22415		Expand historic Streetcar service
94632		Third St Light Rail extn to Bayview Hunters Point
22255		Construct Ilinois St Intermodal Bridge across Islais Creek to connect to Port of San Francisco's Pier 80 cargo terminal
22412		Additional LRVs to exp MUNI rail service
22982		Transit enhancements prgm
Financially Constrained Element: New Commitment Projects		
21342	3	Caltrain downtown extn/Transbay Terminal replacement (prelim engineering, ROW)
21510	2	Third St light-rail transit ext to Chinatown
Vision Element Projects		
22008	1	Caltrain Downtown extn/TransBay Terminal Replacement (construction)

Figure 1.2-19
San Francisco Corridor



Projects in the Financially Constrained Element are shown in bold, and projects in the Vision Element are shown in italics

1 State Highway

80 Interstate Highway

101 U.S. Highway

0 9 18
MILES

Table 1.2-14: Transbay Corridors

Note: Committed and programmatic projects are NOT mapped.

**=Financially Constrained + Sales Tax Alternative*

***=Financially Constrained + HOT Alternative*

Project ID	*Map ID*	*Description*
Financially Constrained Element: Committed Projects		
94514		I-880/Rte 92 I/C impvts
21417		Dumbarton Express park-and-ride
Financially Constrained Element: New Commitment Projects		
21149	8	Upgrade Express bus services in Dumbarton corridor
21618	11	Dumbarton rail corridor
22002	3	Extend HOV Ln on I-880 NB from existing HOV terminus at Bay Bridge approach to Maritime on-ramp
22509	6	Alameda/Oakland to San Francisco ferry service and Harbor Bay to San Francisco ferry service
22511	4	Berkeley/Albany to San Francisco ferry service
Vision Element Projects		
22120	7	* Ferry service from Redwood City to San Francisco to Alameda
22122	2	* Ferry service in western Contra Costa Co
22510	1	Antioch/Pittsburg to Martinez to San Francisco ferry service
22512	5	Treasure Island to San Francisco ferry service
22615	9	* Dumbarton Rail Corridor and Station impvts
22719	10	* Dumbarton rail corridor (Phase 2)

Figure 1.2-20
Transbay Corridors

Projects in the Financially Constrained Element are shown in bold, and projects in the Vision Element are shown in italics

1 State Highway

80 Interstate Highway

101 U.S. Highway

0 9 18
MILES

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